

Hans Knot International Radio Report May 2013

Welcome to this month's edition of the report and thank you for the many e mails coming in during the past weeks. As a result I had to drop the longer story I promised about the Scandinavian Offshore Scene. But that will be published in a later edition. First there's a big congratulations to '77 Graham Gill', who had his birthday in Amsterdam this April. He had a little accident late March and I hope he's feeling a lot better now.



Graham Gill in late sixties in Sweden

We start this report with two other photographs from the late seventies, sent in by Fons Winteraeken from Holland. Fons: I ask your readers to help me identify a person on the photos, which are made by Bob Bootsma and were put on the download forum some months ago. It's unknown who the guy with the blue jacket is. On the first photo you see him (although very small) talking to Ad Roberts as on the other photo you can see him far much better. But who is he? Can anyone help please? Probably the photos are taken during a trip to the MV Mi Amigo in late August 1979. Recently I listened to an old program from August 30th, called: 'Gangboord', in which Rob Hudson told the listeners that they visitors on the ship from Radio Goes. One, who couldn't join was Tom de Bree.'



And what a luck Fons that Tom de Bree is also a reader of the Hans Knot International report, so I sent him an e mail and within 15 minutes he came back to me with: 'Really I've no idea who this guy is. I've been to the Mi Amigo in that certain period, I think a couple of weeks lagter. Ad Roberts was the only one from the Dutch team on the Mi Amigo that day. It was when Hudson and De Wit had left but had prerecorded a lot of programs on forehand. It was then I made my only announcements on Radio Caroline doing it in the program 'Zondagmiddagmatinee'. Yes, those were the days. I remember that Jan Veldkamp (former Radio Monique) presented some programs on Radio Goes in those days. So maybe he can tell us who the guy was and so you can complete your archive. Answers to: HKnot@home.nl

Still nicknames are coming in like Gordon 'Big Cruiser' Cruze which was mentioned by Jerry King on Radio Caroline North in August 1967.

'Artist and presenters' is another topic we left away some months due to too many other materials had to be published. Well in 1963 it was American Trini Lopez, who visited the Netherlands for a concert, and Veronica presenter Anushka met him there. Photo is from the archive of 'Foundation Norderney'.



Next time for Jon Myer and his monthly e mail: 'On Radio Caroline's 49th birthday weekend, I have just updated The Pirate Radio Hall of Fame with new items from the sixties, seventies and eighties eras of offshore radio:

- Nick Bolland was a DJ on Radio Caroline for a short time in 1987. He has kindly shared some photos from his stay on board the Ross Revenge;
- correspondent Jonathan Shirley has provided some photographs taken at the free radio rally held in London in June 1970;

- from Mike Lewis's extensive collection of offshore radio memorabilia, we have some press cuttings dating from 1964/5;
- John Crick has emailed a colour photo of the Radio London Elva BMW racing car from 1965;
- Tony Yates has provided a photograph of DJ Stuart Henry - date unknown but it is from before he joined Radio Scotland;
- and we hear about two biographies of the legendary Kenny Everett which are due for publication this year. All the best,

Jon www.offshoreradio.co.uk

From Jon in England we go to Jan in Germany:

13th RADIO TAG ERKRATH 2013
RADIO DAY ERKRATH
RADIO DAG ERKRATH

Samstag / Saturday / Zaterdag 7. SEPTEMBER

On Saturday 7th September 2013, we organise the annual meeting for radio makers and listeners for the 13th time in the rooms of the observatory Sternwarte Neanderhöhe, Sternwartenweg , D-40699 Erkrath. The event is scheduled from 13.00 to 19.00 hours EST, entrance is from 12.00 o'clock EST.

Our special guest this year is Marc Jacobs, well know from his time on the MV Mi Amigo (Radio Mi Amigo), and on Radio Caroline. The interview will be done by Ferry Eden.

OffshoreRadio and ShowBiz : Chet Reuter tells the story of Radio City , whose raid and the death of Reg Calvert was a basic influence on the establishing of the British MOA. Nick Barker (Radio Marabu) was an engineer at BFBS Cologne and London. Have a look behind the walls of that station.

A closer look on an "Anorak": Offshore radio expert and book author Hans Knot being interviewed by Martin van der Ven.

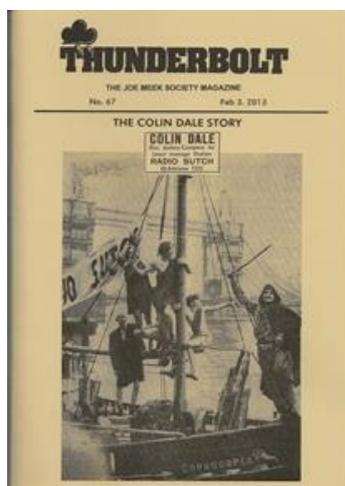
As always the DJs of Radio Marabu and RNI Webradio will be there. The location: From Düsseldorf railway station one can get there by train S 8, direction Wuppertal/Hagen. You leave at stop Hochdahl-Millrath and walk the road in direction of the train to small way. On the right hand named Hausmannsweg. After a few hundred meters you see the observatory.

By car you leave Autobahn A 46 at exit Haan West to Erkrath, in the town the way is marked 'Observatorium'. The entrance fee is 12.- EURO including a welcome drink. For any requests please contact: e-mail: radiotag@fastmail.fm phone ++49 - 171 - 492 5829 , Jan Sundermann.

Next it's an e mail from Colin Dale: 'Hi Hans, thought you would like this front cover of the Thunderbolt Magazine, edition February 2013. It's the publication from the Joe Meek Society.

In this edition is a 9 pages story about David Sutch - The Savages - Radio Sutch - Gun Towers - My Story's etc. It makes an interesting read. For more info on the magazine:

<http://www.rhis.co.uk/jmas/frame.html>



Thanks a lot Colin. Now something about Caroline again: Recently I was listening to a digitalized show from my archive, which I hadn't heard for decades and it was the last Jerry King show on Caroline North. In this program he had a short talk with someone who stayed on the ship, Mike Wright. He was technician on the Fredericia and on the Pirate Hall of fame more info is found:

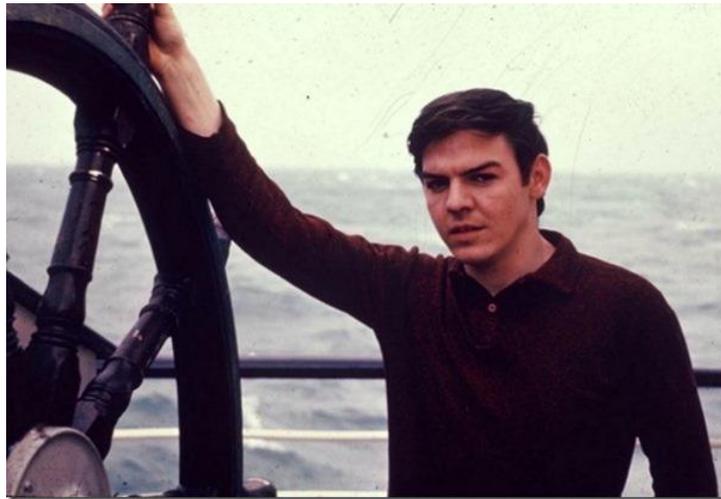


Photo: by Nick Bailey

Mike is mentioned in the list of engineers:

<http://www.offshoreradio.co.uk/engine1.htm#wright>

and has shared some of his photos on the PRHoF:

<http://www.offshoreradio.co.uk/album80.htm>

With thanks of course to Jon!

Another mail from England came in from Paul Peters: 'Hello Hans, About this time last year, I was sitting in my office at the old shop that I used to run in Lyminster, with Geoff Kemp, 'Britain's Rudest Shop', and the phone rang. It was Di Saville the deputy station manager at Forest FM, who asked me if I knew of a guy called Graham Adams, as he was coming into the studio the next day to talk about a book that he had just published. 'He says that he was a

pirate radio deejay on a station called Radio Invicta'. Never heard of him, I told her, but we did all use different names back then. I, as you know, was Paul Freeman. Give me his email address, and I'll make contact with him. Well I did, and it turned out that Graham Adams was in fact a guy known to me from the 'Pirate Hall of Fame' as Bob Graham. I arranged to go over to the studio in Verwood, the next day, to meet him. Bob finished his live interview and came out into the reception area. I made a pot of tea and we made our way to studio 'B' where I switched on the recorder and we just talked radio. If anyone would like to hear what Bob had to say to me about his time as a young pirate radio deejay in the winter of 1964/65, here is the link to the Internet archive page where you can 'Stream' or 'Download' it.

<http://archive.org/details/PaulPetersMeetsBobGrahamOf60sPirateStationRadioInvictaRec.Spring2012>

All the best, Paul Peters (AKA Paul Freeman)

Thanks Paul and I can assure all readers that it is a very interesting interview Paul has recorded so go and get it! Now it's time to go to Fort Lauderdale in the USA where Martin is living: 'Hello Hans, Thanks again for the excellent International Radio Report.

Regarding the link for knowledge of rare music:

<http://www.discogs.com> A link for 45 rpm singles is: [45Cat](#)

And Regarding the Radio Paradise story from André van Os I would like to comment: 'The station is in Paradise, California - in the mountains behind Santa Barbara. As a drummer arriving in the U.S. in 1976, the first band I joined was in Santa Barbara called, 'Paradise'! Two of whom, Bryan Huddy and Jeff Borgeson, later sang back-up on Al Stewart's 1978 album, 'Time Passages'.

By the way, The 2013 Unsigned Only Music Competition requires a

\$35.00 USD entry fee per song. Martin Fort Lauderdale, Florida'. Well thanks for the additional information Martin and yes, it's very normal these days that you've to pay to get a change in such competitions. Of course they have high costs if you read back which names are in the panel to choose the best artist.

Sometimes I don't know what to do with the special request sent in by one of the readers. Take the next one for instance, which comes from John Bennet, former Caroline and Voice of Peace deejay. I think he is in his second youth now: 'Dear Hans, thank you for another great Report! In the next issue, please could you include a few lines to say? "John Bennett is not in love with Anoeska! (I am really!) Isn't she a great DJ? I heard her show before I even saw her and I felt she was such a good broadcaster that I had to drop her a line and express my admiration for her programme. I didn't know she was also the world's most beautiful lady! I'm so glad to say she is my very good friend. Best wishes, John Bennet.

Well you can listen to her on:

http://streema.com/radios/Surf_Radio

After Anoeska and John it's Rosko time: 'Howdeeeeee! You never cease to amaze me; you have photos of me even I do not have! EMP'.

Well Rosko maybe I've another surprise in the archive:



Emperor Rosko in Paris studio. Photo: OEM Archive

As we are in the USA with Rosko let's see what another reader on that side of the ocean wrote to me: 'As always Sir Hans, thanks for another great newsletter. Very enjoyable here! Thank you! I have downloaded every report from the archive on your website! I enjoy reading them again and again! With this new one, I'm current! Thanks for providing them! Sir Phil of Collyheights.

Well anyone interested I can tell that all reports up till 2004 can be downloaded at www.hansknot.com

Then now to someone who has very specialized interest, here's Ian Biggar to tell: 'I first started listening to offshore radio in 1973, but I believe that the seeds were planted in the 60's with Radio Scotland 242. I was only 6 years old when the station closed in August 1967, but I do remember the station. This was due to my sister, who is 9 years older than me and who was a regular listener to the station. She had the T shirt, stickers etc. We lived in a small town around 17 miles from Troon where the Comet was anchored for a while, so reception was pretty good.



At one point I can clearly remember my sister saying that Radio Scotland had "gone off the air", but I don't think that was due to the MOA at that time. More likely to be when the ship moved from Troon back around to the East coast and reception was not so good where we lived. I think, although not sure, that my sister went back mainly to Caroline North when that happened purely due to the reception not being so good. However I do recall hearing 242 again

after the "off the air" comment, hence my thought that it was not the Act.

On Monday's at our school we always had to bring in a newspaper cutting that we shared with the rest of the class. It must have been Monday August 14th when I brought in a cutting with a picture of the Comet and saying that the station was closing down. The name that I could remember from those days was Ben Healy, assume he must have been my sisters favourite. However I also remembered a dj with a lively presentation and a high voice. From hearing recordings in later years I reckon this was Bob Spencer.



Bob Spencer Archive: Pirate Hall of Fame

As I say this must have planted a seed that grew over the years and my interest in radio from boats has continued from the 70's on. If any readers have recordings of 242 please contact me via Hans and I would be glad to exchange. There aren't that many especially from the time when the Comet was off Troon between May 1966 and March 1967. It would be great to hear from anyone who can help. Ian Bigger. Well anyone can reflect on this question versus:

HKnot@home.nl

Now it's time for a long story written by one of the former Laser deejays, who spent some time on the MV Communicator in the eighties and want to share his memories. Do you remember KC?

'My experience in the North Sea was kind of like what a trip to Hell might be like, very interesting, but I sure wouldn't want to go back! This is part of a journal I kept while on the Laser adventure. Yes all these years later I still had to make some edits, but if Laser was a part of your life you still might find it interesting.

Here is the link to what I sounded like on the ship:

www.youtube.com/watch?v=6CP1GBjClbw

7am GMT 12-4-86 Flight #2

One hour out of London, still dark ... so far, so good. Newark was not bad ... all flights on time ... I met some very nice people. Mark a blood researcher who was in Boston for 6 months, knew all about Laser and the Road Show. Ernie, a social worker, from Boston and Margaret a Nanny from Birmingham. All missed their flight last night because of bad weather, but were in a good mood.

12am GMT 12-6-86 So far I've been in the UK for only about 40 hours, but it feels a lot longer. I must get up at 5:15am to go to the ship. The M.V. Communicator at 51N 1E, the ship is at Knock Deep. Not much sleep tonight. Still too soon to tell if this is going to work out, but I think I'm going to be happy with decision to give this a try. I've already met a lot of the staff. Like on any station some good, some, oh no, like, I guess he is the Sales Manager, good at selling, but Andrew Turner thinks he might sell the station and the staff with his big mouth. Thank God for Andrew, a bit of sanity in this 'North Sea of Madness.

You think a station on land is crazy you should try one 14 miles out at sea. Had a good time in Walton-On-The-Maze. I love the name, what is a Maze? It's just like a story book town. I even saw a draft horse

and they still have milk bottles. I even liked the 'Pub's'. Cider is good beer fair.



Andrew Turner Archive: Offshore.de

This is a summer resort town. In the Summer I could fake it, but in the Winter I stand out like a sore thumb. I'm sure most people are wondering just what I'm doing here. When I come off the boat I've got to come back to Britain to get my exit visa and go on and off the boat from France or Holland. I know it's going to be a problem, I just hope not a huge one, today should prove to be very interesting.

12-9-86 23:15 GMT On the M.V. Communicator. First a few things I forgot to mention: on landing at Gatwick on Peoples Express the Captain almost put the left wing into the sod. That would have been an interesting way to start my trip. The food in England is poor. I don't think they believe in spices. I would kill for a huge chocolate milkshake and some Rosette's Enchiladas right about now.

Well here I sit on the M.V. Communicator - The M.V. stand for Motor Vessel - it should be known as the attitude adjustment, more on that soon. Last Friday the night of the 5th-6th, I slept very little back at the Queen Anne at Walton. England seems to have many, many of these Bed and Breakfasts. They seem to be reasonable nice and only 8 to 10 pounds per night. I can't yet make a good 'pounds' symbol (and don't have a key for one on this keyboard either). One thing unlike American Hotels they give you lots and lots of covers. Of

course you don't have a private bath, but that's not horrible, you have a wash basin. The shower was the same kind they have on the ship, a small unit that heats the water as it goes through. I guess they can get away with such a small unit since you only get to use such a small amount of water, a very 'fine spray', but at least it's hot!

At Gatwick they had free luggage carts, something you would never see in the US! A big help. Since it is so much smaller, it's got a very good public transportation system. The trains and -Tube- are reasonably clean and close to being on time. It's just hard to figure out what kind of ticket to buy. They have strange names like 'Cheap Day Return', etc. Also the trains are very crowded and not easy to travel with a lot of luggage. As usual I was over packed. This may be the trip that finally teaches me I can get by with less, in fact I almost lost a lot of it on the way out.

Malcolm, who works with Ray Anderson, who really owns the boat, but then again doesn't come by to pick us up Saturday morning at about 5:30 am. We meet another car at a local Post Office with Paul Dean and Steve and an engineer who looks like 'Jesus', he only stayed a few hours. Paul claims to own part of the ship and acts as the operations manager. He and this kid Jeff - Johnny Rock & Roll ntony - he has been on the boat a week longer. He is an 'Puker' from Massachusetts. Anyway he and Paul seem to get along well bitching.

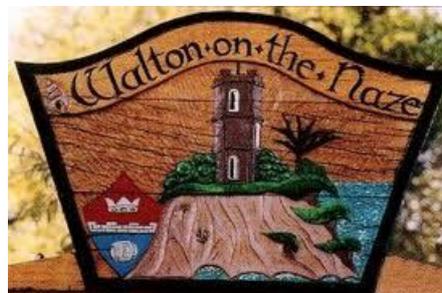
I didn't mention that this 'Rob Day' (sales manager) whose real name is 'Paul' something or other. I knew I was in trouble when I was in his office. The nice thing to do would have been to set me up in a London hotel for the night, but noooooo. I sit there while this Jim Wilson like guy (Jim Wilson was a radio talent I worked with in South Carolina back in the late 70s.) talks on the phone for hours and then he has to borrow 35 pounds from me. We then go on this marathon 25 pound taxi ride to pick up records. It would have been easier to just go to a store and buy them, but at least I got a nice ride around London. I saw the Palace, Parliament, the Canadian and South African

Embassies, both just beautiful and of course what was called the 'endless demonstration' going on outside the South African Embassy.

I got my luggage out of 'left luggage'. A very good idea, for a small fee, attendants will watch over your luggage. There was no way I was going to travel on the -tube- with all of my luggage, which was at Victoria Station and made our final car trip to Liverpool Station, where we took a very crowded train to Colchester. I ended up sitting on my briefcase by the toilet. They're not called 'Rest Rooms'. There at least was a very interesting girl to look at, who looked like Muriel Hemmingway. I, on the other hand, looked like 'death warmed over'.

We made it to Colchester. It is a city in Essex about the size of Salinas, California, maybe a little larger. We finished our 40 minute train trip, got off took another taxi to a hotel-private club type place. Anyway it was run by Adam and his mother. This is where I got my 35 pounds back from Adam. I made up my mind; I was not going out to the boat until I got back my 35 pounds. Adam gave it to me. I also gave him my plane receipts. I hope this was not a mistake.

Anyway, we waited, or should I say I waited while Adam and Rob decided what to do. Adam seems like a nice enough guy. I'm told he acts as Rob's brain. One of the first things Adam's Mom does is to get out the Scotch, it seems like the English smoke and drink much more than the Americans. It's almost as if drinking is a national obsession. They had Scotch, I had Milk.



From there we went to Walton in Adam's car, a tight squeeze. Met Bob the proprietor and Jeanette, Ray's girl. As of this time there are no women on the boat. It would take an insane one to come out.

On Friday bought a map of the area, not as good as US Maps and a British Postcard and called Janice (My 1st. Wife). The phones are much harder to use than in the US. The system in some ways seems, like much of the country, a bit antiquated. In Walton I spent a lot of time in this one pub with Andrew. England has an amazing number of pubs. TV is very strange here. I even saw the non-stop excitement of a Dart Tournament on TV, Wow!

At the Post Office a small truck met us we caravanned through a lousy road, through a swampy area to a small harbor. While lugging my luggage we headed for his small ship the *Lady Gwen*. This was not as easy walk with all my luggage. There was about a two foot hole I had to navigate over. We made it to the ship. The Captain's name was Chris and his mate Peter. They wound their way out of the harbor, Which is not easy, there are many sand bars, some of which are even exposed during low tide.

11:10 GMT 12-14-86 The trip out was very interesting, the day was clear and cold. This time of the year it's horrible. Daylight only 8 am to 4 pm. We went past many large cargo ships at anchorage waiting to get into London including a large Soviet Ship. At 9am on the 6th made it to the ship - 89 meters of Junk - built in 1954. I later find out quite a bit older than I thought. The ship is orange with a white bridge and two antenna masts with a five wire horizontal antenna. Climb the latter, get shown to one cabin, waaay to small, get another a little better, but it still makes Motel 6 seem like luxury accommodations.

Get unpacked, as usual, I grossly over packed. Most of the ship's crew is nice enough. Ray Anderson, The owner, is on board, of course, technically he is not really the owner. It's all a mamby, pamby paper trail. The UK seems to be a nation with a worse bureaucracy than the US. There is so much rush, rush between the time I get on and he (Ray) gets off. I don't have much of a chance to talk to him, however, I do hit him up for the money owed. I still have not seen it as of the 14th.



John Rock and Roll Anthony Archive: OEM

The Lady Gwen comes at 1pm to take him and several others away. At this time there are 10 on board at night a French tender comes to take 2 Dutch Engineers off, down to eight on board ... I do my first shift that night from 8 to 10.

The equipment is not great, but at least it's better than KTOM's (KTOM is a station in Salinas, CA). Seas are moderate through the day. Sunday the 7th, I'm on the air from 12 to 2 and the seas are much rougher. I'm super sea sick! Doing the show and barfing out the porthole. In fact, even a few days later you can still see my barf on the side of the ship: big fun.

It seems like the seas are at their roughest when I'm on the air. Live through the show and make it back to the cabin and throw up some more. I'm not a happy sailor. Someone found some seasick pills and they helped a little. Monday is my first day doing 'Breakfast'. I dub some of my standard bits from the reels I brought and just remembered I forgot my 'Dees Comedy Reels'. I knew I would forget something but the show goes fine. I'm on from 5am until 9am, which is really no problem; being on a ship and no one is in the studio before me. Andrew is a delight to work with. He helps to keep me sane on this rust bucket. I may have the largest audience I've ever had, but it sure doesn't feel like it with no phones and nothing to see

out the window, but miles of very cold, sometimes very rough green water. The shows are fine, my normal stuff, apparently going over well. Sales is already claiming I'm the most listened to 'Breakfast Show' in the UK. I have no idea if it's true.

Taking a shower is a problem, not much water pressure, but at least it's hot. Exercise is also a problem, they have some weights in the bilge, but smells like a combination of rotting flesh and diesel fuel in there. I was going to bring them on deck, but I'm afraid they may roll off into the sea. (They should grow mushrooms down there; it is about the right type of horrible environment.) I've even resorted to calisthenics for some exercise. Food? It became a very big problem, it was bad, became worse, well more soon.

14-12-86 that's the British way 11:46 GMT. Total owed as of 16-12-86 507 pounds 44 pence.

18-12-86 10:45pm GMT * 2245 It's hard to believe it's been four days since my last entry. I'm still on the ship. To finish up on the background information: last week the food was becoming a major problem. I started to get nauseous just thinking about it. All that was left was pork and beans, potatoes, a little UTC Milk (horrible) and some bangers.

To make matters worse, the British don't seem to believe in refrigeration, they leave everything out. Yech! If a supply ship did not arrive soon, I was going to get on the VHF and tell the Coast Guard to come and get me. All last week I felt like I was going to get sick again at any moment. I didn't know if it was from being seasick or just thinking about the food. I think it was kind of half and half. Also last Saturday I did 7 hours on the air 5am to 9am and 7pm to 10pm, I can't remember the last time I've done that many hours.

About the only thing the ship is good for is sleeping, it must be the sea air and the rocking motion of the ship.



Studio Laser Hot Hits Photo Hans Knot archive

At last, Saturday night, Sunday morning about 2am the 'Lady Gwen', the boat I came to hell on, arrived with food and even some fresh milk. Also tons of meat, mostly red meat, yeah! I can't believe I'm at sea for two weeks and I've not had any fish. In general British food 'sucks', but at least this is something!

In Britain the climate is in some ways similar to the CA central coast, so they are able to grow celery and Brussels sprouts, but they aren't as good as in CA. In fact, in London I saw 'Bud of CA' lettuce. Beer, my God, did they bring on a lot. The crew has consumed amazing amounts in just a few days. Johnny, one of the crew members, went back with the 'Lady Gwen'. I gave it serious consideration, but stayed.



KC on Laser 576 Photo: OEM Archive

Monday the 15th all hell broke loose. I didn't get up as early as usual on Sunday I had done 12 to 2 and 6 to 8. Last week my sleep schedule was totally f**ked up. I was going to bed at like 2 or 3 in the afternoon and getting up at like 1 am. Totally nuts, but, since I was on a ship, it didn't matter much. Anyway Monday I was up by about 4:15am and the sea was a little rougher than usual. I went on the air, as usual, a little before 5. Mike the ships CE, not transmitters, but generators and engine, turned on everything. Meter readings are not something you have to worry about here.

19/12/86 * 03:30 GMT: The engines have been started; actually they were a few hours ago. The North Sea weather has more than live up to its advance billing. I woke up about an hour and a half ago, not so much by the engine as by the shaking of the walls of the ship. Got dressed and went to the bridge. The night is partly clear, about 2 degrees Celsius and unbelievable windy. The seas are 15 feet, the wind is over a force 10 about 65 mph, maybe more and the engine is run to hold position with the anchor in place. The anchor is about 240 degrees port, about 600 feet of chain is out. The ship is trying to maintain a heading of 250 to 260 as this is the direction of the wind, kind of landing a plane.

The engine is at half ahead and credit must go to Mike, who went to the bow to check on the anchor chain. I thought about doing it, but I want to live to see another day. The tide is going out, this in addition to the wind is making the sea so mean. Pressure is 29.40 inches or 996mb, very low running the engine helps keep the ship from rolling as well as dragging anchor. Tonight is the worst weather since I've been on board, but not by much.

It's quite a sight to see when the stern comes out of the water with the engines on. God does it churn the water and it looks just like a movie when the waves crash over the bow. It's very interesting and somewhat exciting; however I'm a little concerned for my personal safety. The ship is vibrating quite a bit, not all that noisy, but everything is vibrating quite a bit. I hope this old boat holds

together. There is nothing I can do and I'm going to try to go back to sleep, but leaving a cabin light on. As long as the generators stay on everything should be OK. In fact, all 'n all we've had fewer power failures than with PG&E. I trust the crew, even if I didn't I don't have much of a choice. If we make it 'til dawn, which is not for another four hours. 'The Season To Be Jolly' is being sung by Captain Bob on the bridge.



4am 12-19-86 Total owed as of 19-12-86 = 569.30 pounds or \$828.33
Well here it is Friday the 19th at almost 10pm. Things are getting to be almost a bit out of hand, the radio crew is about to get mad. The lights just flashed off and I looked for my back-up flash light batteries. I can't find them; now that makes me mad!

Anyway as you can see we all lived through last night. The storm was unreal! I've never felt such a cold wind and hope to never again. Back to last Monday the 15th as my show went along the sea started to get rougher and rougher. I was not feeling that great, but pressed on. The studios are in the stern so there is quite a bit of motion.

After my shift I had a couple of spots to cut. I never would have thought three months ago I'd be doing production while sea sick in the North Sea. I went to lie down and turned on the radio. The sea is very rough, by now kind of like last night. I figure as long as the station stays on the air everything will be OK.

At 12:45pm Paul Dean, Station Manager Kind of excitedly shuts down the station, in the process tries to call the station Laser 558, its old frequency. The marine crew had wisely decided to shut down because the antenna, a five wire, 1/2 ton piece of copper cable was about to come completely loose from the towers. Paul and the marine crew were able to lower it down part way. It is nothing, but a tangled mess so we're off the air.

You can be sure I will not come back out to this ship. The lights just flashed again, without a substantial increase in pay. In fact, earlier this evening I finished writing a four page outline of what I could do for the station and what I wanted in return, a lot of it had to do with record company liaison. Oh well, I'm good at it. I'd be happy to do certain favors. Honestly, I don't think it'll happen since I'm going to be asking for 70 pounds a day, plus I'll do some no charge shore work for them. I don't want to be on this ship more than two weeks at a time. The isolation is unreal!

Before '84-'85 the ship had a satellite link so at least you could make a phone call once in a while. Anyway I'm worth the money. Already they were billboarding me as having the UK's most listened to 'Breakfast Show' was it true? I don't know. They say the New York office has gotten about 600 letters. I hope for a chance to see them. As of today I'm owed about 570 pounds, I hope to see that the second I get off the boat or I will be very unhappy.

Back to the story, since Monday we've been waiting to get off the boat. Andrew has got to get off since he has to be in Austria on Christmas Day. Quite a three week deal he's got with 'Blue Danube' radio. It pays a bundle, for not that much work. I think I may go pay them a visit.

The weather has not been good and we are starting to run out of water, but on Wednesday ... I know, all day today, I kept thinking it was Saturday, but it's Friday. We got a visitor from the 'Bellatrix' our new French tender. Some guy named 'Freddie', used to own a boat called the 'Windy', but sold it to buy the 'Bellatrix'. He also has some kind of a service deal with 'Caroline' and 'Ross Revenge'. It has two stations, 'Caroline' at 558 and a Dutch station, 'Monique' at 963, so Freddie came on Wednesday in his new boat. He got it in Holland from what I understand he was asked a lot of questions about what he was going to use the cutter for, so he took it out of port in the darkness of Wednesday morning in a force 10. Nuts!

It's now about 9:10 in the morning on the 20th. It's bright, clear, cold and windy. Probably just too windy for the 'Lady Gwen' to come out and rescue us, we will see. Last Wednesday the 'Bellatrix' arrived, we think it may have more jocks on board, it didn't. Thank God.

The 'Bellatrix' is a large boat about 100 tons. The seas are too rough for them to pull alongside, so after about two hours they send over two men in a rubber raft. It looked like something out of a movie. After a struggle they make it, soaked. After a few more hours there is a rope passed ship to ship and they are about 75 meters behind us, maybe less. They pump us some water after we run a hose through the hall of the ship. The two men are given 2 of our 4 exposure suits and on a rope tether the rubber boat is sent back. In addition to water, they send over UTC Milk, lots more beer and duty free and tobacco too.



Bellatrix Photo: Leen Vingerling

Andrew is advised by Jimmie, one of the crew, who is making only 100 pounds a week and is so far owed 7 weeks. He worked 3 1/2 months on the 'Ross' and was never paid. The problem is there is no way, or at least no safe way to get Andrew to the 'Bellatrix'. They say they are to return on Friday with fuel. They didn't. Except for the major storm, not much else major has happened this week. The storm ripped down, actually part of the dangling antenna cable cut through the CB antenna so now we have no shore contact. Oh well, it seems as if before they were just ignoring us. They know we want to get off and they are not doing anything to help us.

Paul has been doing most of the cooking and the drinking. I had a minor disagreement with Andrew about cleaning up. So far my health has been OK, been taking extra vitamins. The food is so dam bland I haven't needed as many Tums as in CA. I cut my left index finger on Wednesday while cutting cheese. I did bleed quite a bit, it's still bandaged.

The marine crew is getting a little on edge and the radio crew is about to go nuts. The Captain yelled at Andrew and Johnny (Jeff) for waking him up with their beer can bowling. We've taking many walking tours of the ship. All our minds are starting to turn to mush. I know how a POW must begin to feel. Unless big bucks are delivered, which is doubtful, the life at sea at least on this kind of a ship is not for me. I did one load of wash in a bucket. The ship has a washer, but it takes to much water to make it work, so I did my wash in a bucket. The ship also has a dryer, but the heating elements hardly work, if at all. It took 2 and 1/2 days just to dry my clothes.

According to Paul Dean an Ex-Patriot American, The future for Laser does not look bright. He's not a bad guy, a pretty good cook and keeps me from having to do too many dishes. Many of the people who were involved with the ship before and directly or indirectly made it fail are involved again. Someone named Paul McClaren, who is supposed to be setting up runs from the British side, has done a

great job so far. Someone named Cole who is supposed to be setting up runs from the French side. John Catlet is in the US, I understand

I'm Going to see what's new and maybe unpack enough to try to take a shower. I've been packed and ready to go for three days now. 9:45 am 12-20-86 1pm

One thing about being on this boat, lots of sleep and vivid dreams. Just one about 'Rac', the dog in Maryland. Anyway to make a long story short it involved, a radio, TV spot, listening to a friend, full service station, well it's not quite like that, vent, getting up starting day. I know what you're saying; this makes no sense at all. Ask me and I'll explain more. (Don't, all these years later I have no idea what they were about).

7-1-1987 Back to the US Somewhere over the Northwest Atlantic on Continental flight 5. It's packed. Hard to believe, mid-week January and every seat is filled. I'm not having a lot of fun. I've had an incredible adventure. Some of it like an adventure through hell, but an adventure none the less. I felt it was, and is, important that I come back. I may go back to the UK; it will all depend on what kind of a deal can be worked out. Or if it may be that my prayers are answered and I get a job with MTV Europe. No job at MTV was forthcoming, but I ended up on TV anyway, nor did in any real sense Laser return to the air. I hope you enjoyed this journey back into British Broadcast history.

You might also want to link what I am doing now:

<http://www.whptv.com/content/bios/kirkclyatt/kirkclyatt.aspx>
<http://www.flickr.com/photos/kirkclyatt/3354350333/in/photostream/> Kirk Clyatt KC

Well Kirk in name of my readership a big thank you to share those memories from more than 25 years ago with us and I hope your nowadays work is interesting too. Anyone who want to share his

experiences from offshore days is also welcome to do:

HKnot@home.nl

I hope the next link is still there when you read the report. It's the ebay site where someone tries to sell an exclusive photograph showing Wolfman Jack and Caroline's Paul Collins after Wolfman had signed a contract in the early eighties. As the radio ship wasn't ready in time due to legal problems, the shows were never aired. With thanks to Jan van Heeren.

http://www.ebay.nl/itm/1981-Press-Photo-American-Disc-Jockey-Wolfman-Jack-Radio-Caroline-Paul-Collins-/370795931543?pt=Art_Photo_Images&hash=item565528e797#ht_2981wt_952

April 18th it was 40 years ago that the big demonstration took place in The Hague, where some 150.000 people demonstrated against the plan of Dutch government to come with an act to closedown the offshore stations. Every year several radio stations are looking back to this remarkable event in Radio's history, highly organized by Radio Veronica. Also outside the Netherlands people are truly remembering this day and on the 18th the next e mail came in from Ian Godfrey, who's living in England:

'Hi Hans, I've spent most of the morning reading a fascinating book on London Routemasters and suddenly felt the urge to drop you a few lines.

I'd been awake for probably about half an hour this morning when it suddenly occurred to me that today is the 40th anniversary of that momentous Veronica rally in The Hague. I tuned into Veronica 192 and found what sounded like a Klaas Vaak show I'd already heard already, so I switched to Offshore Radio Sounds. It's now 11.55 BST and have been listening for just over four hours, to some spectacular shows, in quite acceptable quality and parts of which I remember from April 73.

For me, one of the most fascinating aspects was the simulcasting from the Mi Amigo and the Norderney (which had been refloated that day - I remember it quite well.) The shows I've heard so far were live from both ships. Brief mentions were made of the disaster of 2nd April 1973 and what had been happening over the following 16 days. The one I heard from the Mi Amigo had no ads (possibly the equipment not being geared up to play Veronica ads?) I remember at least 24 hours of separate programs from each ship and a linkup, but I can't remember which came first!



18 april 1973. Photo: Freewave Archive

It seemed pretty clear, from what I was listening to this morning, that for a while, there were two separate news services. I heard Freek Simon with technic from Norman Barrington from the Mi Amigo and Kees Maninveldt from the Norderney (a very good newsreader.) One of the shows sounded a bit short on the usual Veronica professionalism; possibly the DJ was unfamiliar with broadcasting live - but things improved quite rapidly, helped by quite a lot of humorous banter. He thanked, in English, everyone at Caroline for their help over the previous few days. Lex Harding was on the Norderney.

I think this was such a momentous few days in offshore history. I was slightly tearful on a few occasions back in 1973, when listening to this saga and I was pretty close to feeling the same way when listening to it again this morning. Veronica must have been so thankful to Caroline's offer of 259! This leads me onto something which, strangely enough, only occurred to me a couple of weeks ago. Apart from the obvious rivalry between stations, I wondered how much friendship developed between DJs, etc. It seemed quite clear that there was a fair amount between Caroline and Veronica. I look forward to the May Report. Best wishes, Ian Godfrey.'



Next an e mail from Alan: 'I've recently come across this useful site for those interested in radio across the pond. It lists most, if not all, stations currently broadcasting with links to their various websites. And, (really useful), carries details of each stations stream address, which will allow you to programme the majority of stations direct into your recording software, or i-net radio.

<http://www.radiolineup.com/>

Let's go back to early last year when a video team from the USA headed by professor Wayne Hepler was touring Europe, interviewing several former offshore people for a documentary they work on. Wayne asked me to place the following message in this edition of the Hans Knot International Radio Report:

'Johnny Walker indicated he might have video/stills of Deirdre, his old girlfriend who supplied the "famous" marijuana "tea" as well as the Big Lil sign-off by Radio London and his own midnight singing on the big day in August 1967, when Caroline did not shut down and changed into Caroline International.

So see this as a request to your many allies for video of these topics (Deirdre and the tea, the Big Lil sign-off, and the midnight singing by Johnnie and company)? So anyone who think he/she could help, please contact the team: Wayne Hepler whepler@Harford.edu

Nick names time again and on RNI 1973 I heard one in a Mark Slate program from February. I don't know if it was the food poisoning Mark had in those days but in the program he mentioned his own nickname being: 'the mental shelf himself' and his colleague Arnold 'Mr, Sexy old legs' Layne.

And yes several people reminded me on the fact that in April it was 40 years ago that the Norderney came in severe problems and ended on the beach near Scheveningen harbour. It was also that month the Mi Amigo was offered by Ronan O'Rahilly to Veronica for use during a temporary period and the month that, on the 18th, the biggest demonstration ever took place in the case of free radio.



Norderney on the beach. Photo kindly offered by Paul de Haan

Special leaflets and magazines about offshore radio

During the high days of offshore radio, the sixties and early seventies, there were several organizations and even individuals active in the fight for free radio. Some regular got a mention on the radio stations, others tried to gain readers by placing small advertisements in newspapers or music magazines. Let me see how many you do remember from those, who came in my mind today. First the National Commercial Radio Movement from London followed by the Free Radio Campaign and the Free Radio Association. There was the Commercial Radio News Agency in Gloucester; the Caroline Club in Cambridge, Free Radio Movement, Offshore Radio Association, Monitor Magazine, Script Magazine, Caroline Action in Rotterdam, Caroline Club in Holland, Baffle Magazine - later renamed into RadioVisie, Action Central in Liverpool, Offshore Echos and not forgetting the Pirate Radio News.

Pirate Radio News was started in 1968 in Amsterdam by Wim Herrebrugh and Dick van Schenk Brill and I wrote sometimes small newsflashes for the PRN. In 1971 Jacob van Kokje and I took over the editorial work and we went on with the magazine till late 1976. Soon there was a follow up with the Freewave Media Magazine, which

is still published 6 times a year by us and yes already more than 13 years the International Hans Knot report is published. I mentioned the Free Radio Campaign, which had branches in several countries including the Netherlands and Germany. The later one published a high profile magazine Radio News, including photographs from Theo Dencker, which made the Radio News top class. Also the Free Radio Association had branches in several countries, mostly one or two persons running them. In England they also had local branches, like the Brighton Branche, run by Eric Ruell.

It was Eric who published a small, special leaflet in 1969 telling the story of Radio 390 in which David Lye, former Director with Radio 390, wrote a special postscript. Now, many decades later, you can find this leaflet back on the internet by downloading it from www.hansknot.com

Next sad news from England: 'Hi Hans I hope all is well with you. I dont know if you remember a while back there was a question on the newsletter regarding a lady on the Laser Hot Hits boat that someone asked who it was. I believe Kevin Turner (Pete McFarlane) wrote in and identified her as Jeanette Russell. She was affectionatly known by the LHH crew as Dragon Lady.

She was a great friend to me - sadly we lost touch after she moved to near Bristol and later to Wales. I had a missed phone call one day last year - I called the number back and it was Jeanette - she must have had my number in her phone but didn't realise it was my number - she had accidently dialed. We spent ages catching up as you can imagine. She was a great friend, not only to me but also to the crew on both the Communicator and the Ross Revenge.

I have heard today the sad news that Jeanette died at 04.00 this morning 19th April - I have no further details at the moment.
Regards, Bill Rollins.



Jeanette Russell and Johny Lewis on Communicator
Photo: Bill Rollins

A new internet station is testing from Belgium:

<http://www.poppycorn.us/>

Almost 47 years ago, on May 3rd 1966 the original Britain Radio was heard for the first time on 227 meters medium wave, 1320 kHz, a few weeks later a switch to 355 meters medium wave, 845 kHz. The transmitter was onboard the radioship Olga Patricia, later named Laissez Faire, 4 miles off the Walton on the Naze, near the Essex coast. On Sunday April 21 2013 in the programme Sentimental Journey between 10 and 11 am UK time < 11-12 CET> we'll bring you a 40 minute Johnnie Walker programme from June 66 on Britain Radio.

On Sunday April 28th 2013 again between 10 and 11 am UK time there's a 55 minute Graham Gill breakfast show from July 66 on Britain Radio. Another well know British radio personality Roger Day was also a regular voice on Britain Radio in 66, unfortunately we don't have any recordings from Roger on Britain Radio in 66. We invite you to tune in to our today's Britain radio on these two

Sundays for a trip down memory lane to Britain Radio 1966.

Paul de Haan. <http://tunein.com/radio/Britain-Radio-355-s165778/>

Well Paul thanks a lot and I already had hours of listening pleasure to the station, a really good sound. Although it was too late to bring the news on the 21st program I surely hope a lot will listen on April 28th.

As this is the end of this month edition I want to wish you all a good month of May and if you want to share memories, photos and more, please write to me at: HKnot@home.nl