

Hans Knot International Radio Report July/August 2017

Welcome to another issue of the International Radio Report and like every summer it will be one for the month of July and August. Thanks for the many response on last issue as well as memories and photos have been sent in for this and further issues. Enjoy the report! Sadly we have to start with bad news.

May the 30th the following sad news came in from Mark Sloane (Pat Hammerton) 'Sorry to report Hans my dear chum David Gilbee, Dave Mackay, died this weekend. He and I met on Radio 390 and worked together on 355. He was also my brother in law, marrying my sister Lis.'



Dave MacKay Radio 355 Photo: collection Pirate Hall of Fame

I'm very sorry to hear this sad news Pat. Of course you know him far much better than I do. I met him on a handful of occasions and was in contact with him by e-mail through the years. Of course he was on special Radio Reunions a few times in England where we met during the last 20 years. But our very first meeting was one, were we sometimes talked about. It was a very special day just after the official opening of Melody Radio in London. I was there for a special for our magazine and he told me all about the station, the style of presentation but above all how much of the

music was transferred to a machine which was just put into the market. It was Dave who brought me to the idea to do the same with my vinyl collection. Just record the items onto CD. Remember the CD-recorders were in 1990 very exclusive and expensive as were the discs in those days. And the sound of that station, which was only on the air for 8 years, did remind me a lot to the days of Radio 390. I wish you and the family the strength to carry this loss.

Let us see what The Pirate Hall of Fame mentioned about Dave's wonderful career: 'Born in Ilford, Essex, on 8th September 1941 and educated at Warwick public school, Dave got into offshore broadcasting by pure chance. He was working as an air traffic controller at Gatwick Airport and one day went to a pub with some colleagues. The conversation got round to pirate radio and Dave expressed critical comments about a Radio City DJ.

A stranger overheard and asked if he thought he could do better. This man turned out to be Eric K Martin, Radio City's station manager. As a result of this chance encounter, in February 1965, Dave was invited out to the Radio City fort to present a few shows. He used his real name of Dave Gilbee. Reginald Calvert, the owner, was suitably impressed and over the next few months Dave combined his shifts at Gatwick with periodic trips out to Shivering Sands, although he never joined the City staff full-time.

Bitten by the radio bug, Dave sent off applications to all the other offshore stations. In August 1966 he got accepted by Britain Radio but changed his name to Dave MacKay when he joined the station. He stayed when, in March 1967, it became Radio 355 and, in fact, he remained with this middle-of-the-road station right up until it closed down in August 1967.



Reunion time 2007: Phil Martin, Graham Gill and David Gilbee

Photo collection Pirate Hall of Fame

Following the closure, he joined forces with fellow 355 presenter Tony Monson to start a mobile disco businesses and in 1971 they opened a record and hi-fi shop in Brighton, Sussex. While living in the town he also broadcast on BBC Radio Brighton using his real name. He has since been heard on Essex Radio, BBC Essex, Melody and Primetime Radio.'

The evening I published the sad news in the SRE newsgroup as well as on my own face book pages the next comments came in:

Tony Monson: 'He was one of the key presenters on Britain Radio 355 around 1966-1967, where I first met him - the station that the legendary Tony Windsor joined as programme director and started to make a huge success, before the Marine Offences Act forced nearly all the offshore pirates off the air.'

David Cunningham: 'I'm sad to hear this too. Dave and I worked together for 6 years at Prime Time Radio. I knew him many years earlier through CB radio of which we were both enthusiasts. Dave and I always spoke on the phone every Christmas time. I'm going to miss the big man.'

Greg Bance: 'RIP dear Melody Radio colleague. And without you on offshore radio, there would have been something seriously missing. I

never did say what a great communicator I thought you were but isn't that always the way.'

Scott Ross: 'Very sad news indeed. I knew Dave from when I supplied him with pirate radio material for a special feature he was involved with at Essex Radio and more recently he gave me a copy of The Rusty Ships to use on a programme on Brentwood's Phoenix FM. I had known that he had not been in the best of health for many years so at least he is no longer suffering and is at peace. It was an honour to have known him.'

Peter Herring: 'Sad to hear this, remember him on Melody Radio, and Essex Radio, I have the Rusty Ships cassettes here that he put together with others whilst at Essex Radio. I met him at some events, and was friends with him on FB.'

Bob Le-Roi: 'Dave was a great guy and a proper gentleman. We spent many happy times together; he had a real affiliation to the Forts. RIP mate.'

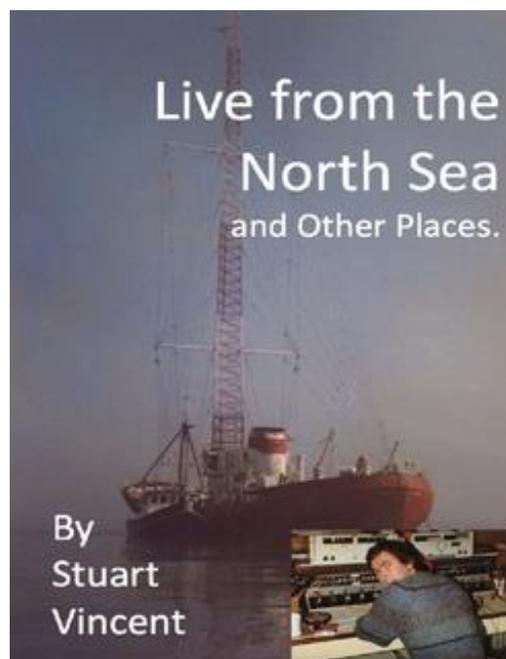


David Gilbee, a photo he sent me some years ago

Andy Cadier: 'I feel devastated by this sad news, I worked with David on Radio 355 and thought of him as one of the nicest colleagues I had the

pleasure of meeting while in offshore radio. He only recently commented on a photo I had taken of him, with other DJs, aboard the MV Laissez Faire. I was hoping we would meet up this August, sadly now not to be. My condolences go to all his family and personal friends.'

Svenn Martinsen: 'So sad. Dave was a good friend of mine and an important contributor to 'The Radio Rose of Texas'. And such an excellent broadcaster, Britain, 355, Melody and Primetime! RIP.'



The Inflatable trip

Like last issue we have another chapter from the book written by Stuart Vincent:

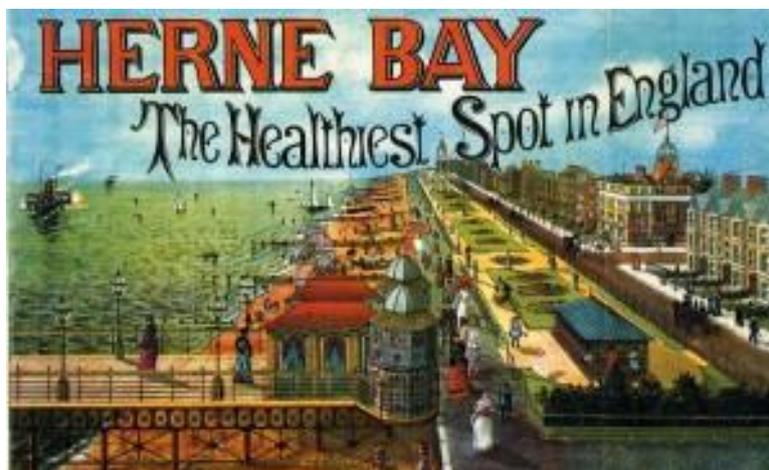
'Getting off the ship was not always down to waiting for the tender boats or tug coming out to us as the Communicator had a large inflatable boat, or what the seamen called the Doti boat. I got dropped off at Herne Bay's 'Neptune Jetty' on more than one occasion in the summer. It must have looked rather odd jumping off an inflatable boat with a suitcase and coat. I certainly remember getting inquisitive looks from bystanders on shore.

I also recall one occasion returning to the Communicator from Herne Bay's jetty. I waited in the sunshine by the sea wall with my suitcase for the

inflatable RIB to arrive. People were walking past me with swimming costumes on and eating ice creams. After a while I spotted the speed boat coming towards me from way out in the distance.

It made its way to the jetty and while it slowed I walked down the jetty as it arrived alongside. I felt conscious as I boarded the RIB carrying my suitcase beside me. I recall one old chap ask me where I was going, I said that I was just going to a ship out at sea. 'Which one was that?' was the following question. I just pretended not to hear and didn't answer.

At the RIBs helm was fellow Englishman, John from Chatham. John had come to pick me up and as we set off, with John at the steering wheel we blasted off at high speed away from the Herne Bay coastline. John was a very experienced seaman by all accounts and had seen it all before. But somehow we found ourselves engulfed in a blanket of sea fog. To make matters worse John explained as he shouted at me over the noise of the engine as we go along that we are running a bit low on fuel. He explained it was 45 minutes to get to Herne Bay, and a further 45 minutes back. Not much fuel would be left in the tank after that journey. I thought to myself, why these situations always happen to me!



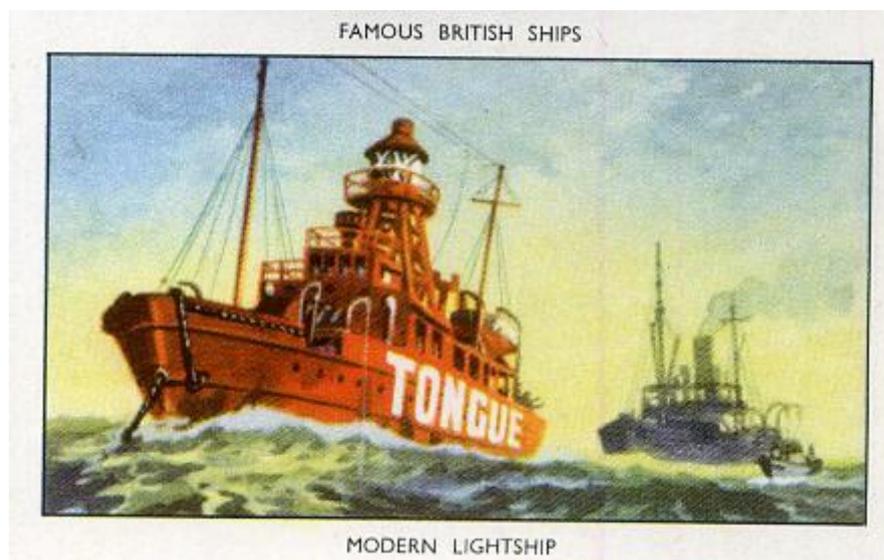
We slowed right down to a stop to have a look at the fuel tank. It certainly was low, but John was adamant that we were heading in the right direction, as per the compass. Then out of nowhere we heard a foghorn. A deep growl, which lasted for around three seconds. I used to talk to the guy on the lightship during my Radio Caroline days I thought to myself. It sounded quite a distance away though. Then I had an idea. In my holdall I

had a transistor radio. I grabbed it out of the bag and switched it on. Thank goodness the batteries weren't flat. It crackled and I proceeded to tune it into 558 KHz, Laser's frequency. Sitting in the middle of the little boat I turned the radio set around and found a point where the signal 'nulled'. Again, another foghorn sound in the distance.

Making sure the null on the portable radio was there, I said to John, OK it's either that way, pointing out to where the radio signal went weak, or that way, 180 degrees in the other direction. John looked at the compass and said 'well, it can't be that way because that's the way we came from, so let's go the other way', pointing into the gloom. What could go wrong? I said to myself!

I did doubt myself to be honest, but in essence this was how to direction-find using a radio. I'd done it for fun as a kid. We surged forward through the gloom. Obviously in the eighties there weren't mobile phones to make calls or use of an App to help you navigate on your smart phone.

We travelled for 5 minutes and then stopped again. We heard the growl of that fog horn and it was getting much louder. Once again we moved forward in the same direction, John following the compass heading. Out of the gloom loomed the side of a red ship. I almost jumped out of my skin. On the side of the ship was the word TONGUE in big white letters. It was that lightship and it was very eerie. The foghorn sounded different when nearby strangely, higher pitched.



Collection: Leuchtturm Welt.

But it gave us some confidence that we were travelling in the right direction. At least we knew where we were now, or at least that's what John told me. I checked my transistor radio for the Laser 558 signal and it was much harder being able to get a null in the signal now. This was a sure sign that we were getting closer to the ship.

Amazingly shortly after we left the Tongue lightship the fog cleared and we could make out our red ship, the Communicator and few miles away. I was mightily relieved, and so I think John was too but he never let on. As we came by the ship, Captain Bob and Kalvin the ships engineer came out and got the boom ready to lift us and the inflatable RIB aboard.

Captain Bob was an experienced skipper, with over 30 years as a seaman, 15 years as skipper. He was a big Scotsman with only one lung which was evident by his shortness in breath, especially as he walked, catching his breath after half a dozen steps. But it still didn't stop him smoking though. He also had a penchant for scotch whiskey. The first time I got invited in to the Captains lounge for a few drinks I will never forget. Basically as the lid of that bottle of whiskey was unscrewed it was unceremoniously thrown into the waste bin beside his desk. Then two full glasses of the fire water were poured out, one for him and the other was mine. We were here for the foreseeable it seemed!

I listened with interest to his various sea stories until sometime later it was with a certain amount of light headedness. He seemed to have spent a lot of time on coasters going to and fro between the UK and Holland. The stories weren't over until the last of that bottle was gone. I staggered downstairs to my cabin and slept like a baby, waking in the morning with the most awful pounding headache. I survived another episode of this a few weeks later but after that I made up excuses saying that I couldn't partake due to 'any' reason I could invent. I did however see both John and Kelvin separately bearing the signs of similar evenings with captain Bob.

Bob's lounge was the location of the very latest piece of communications equipment, a mobile phone and one of the very first. It was the size of a car battery with just about the same in its weight, this device appeared on a tender via Sheppey near the end of my time aboard. We used it occasionally instead of the ship to shore radio on the bridge.



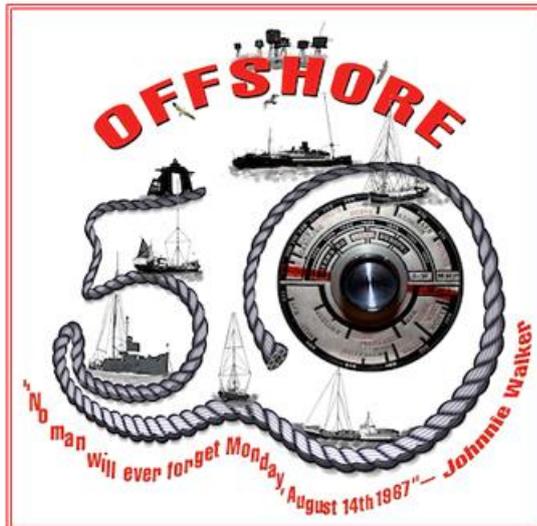
Getting people onboard the Communicator

Photo: Collection Leen Vingerling

We were all allowed to make one call a week, on a Sunday where I phoned home and said hello to my family. It was very novel to be able to do that.

The Communicator also had some other communications equipment on board, called 'Comsat' it was installed on the rear upper deck and looked like a giant dome. I tried to get the thing working, but it didn't seem to do a single thing when I switched it on. Apparently before I was out on the ship various attempts were made trying to get it going, without much success. So that mobile phone was a very welcome and useful addition.

<http://www.lulu.com/shop/stuart-vincent/live-from-the-north-sea-and-other-places/paperback/product-23173008.html?ppn=1>



Radio London is delighted to introduce our exclusive new teeshirt, designed by Mary Payne.*

Our unique design, which features all of the UK's Sixties marine broadcasters, has been introduced especially to commemorate the 50th Anniversary of the Marine Offences Act, August 14th 1967.

This significant date marks the end of an era of a short, but innovative revolution in music and broadcasting, never before seen in the UK; it also commemorates the brave decision of Radio Caroline to fight on.

Please order your unique commemorative teeshirt from our Store while stocks last.

www.radiolondon.co.uk/store

*The "No man will ever forget..." quote is used by kind permission of Johnnie Walker. The radio dial photo is courtesy of Martin van der Ven.

Here are some of the comments about the announcement in last issue reflecting the official community license the Caroline organisation got.

Mike Terry:

'It has taken Radio Caroline 53 years to get an AM licence and it was perceived as a threat to the BBC for many years. Ironically 648 kHz was best known for transmitting the BBC World Service in English around the clock on 648 kHz from September 1982 until March 2011 from the Orfordness transmitting station on the Suffolk coast.'

Ray Robinson 647 kHz (463.68 metres, announced as 464 metres) was, of course, the home of the BBC Third Programme, and later Radio 3, from 1947 on. Medium Wave frequencies were adjusted by 1 kHz in 1978 according to a new band plan, when Caroline moved from 962 to 963 kHz. After Radio 3 left Medium Wave, the World Service took over the 648 kHz frequency for broadcasts aimed at Europe. The wavelength of the 648 kHz frequency is actually 462.96 metres. Caroline's AM frequency for many years was 963, so a wavelength now of 463 actually has quite a nice symmetry to it! The interesting thing about this frequency towards the high (wavelength) end of the band is that it should be heard well over longer distances, especially at night. The challenge, though, is that it could require a tall aerial. Even a quarter wave tower would have to be 380 feet high. Perhaps they will go with a horizontal, and therefore directional, solution instead.'

At the end of May the following message came in about the death of Mike Allen: 'Alan Zeffertt (on air as Mike Allen) was the programme controller and deejay on Radio Caroline from the beginning of transmission in 1964 until 1966. He presented the afternoon musical/standards shows and the Jazz evening shows. He and Eddy Anthony (Anthony Day) were song writing partners.'

After leaving Radio Caroline, Mike did freelance shows for the BBC, and wrote Jazz articles. When he moved back to his home town of Portsmouth, he joined Radio Solent and also wrote witty articles for the Portsmouth Evening newspaper.

He passed away on 26th May 2017, shortly after his 86th Birthday, after battling with Parkinson Regards, Rhoda Zeffertt (ex- wife).'

Also Mike Barraclough came with this sad news: 'Mike Allen, (Alan Zeffertt) passed away peacefully a week ago after a long fight against Parkinson's disease. He was a songwriter/producer for Allan Crawford's Merit Music and joined Radio Atlanta just before it became Caroline South. As well as his normal daily shows he presented a specialist jazz show called Downbeat and later was one of Caroline's Good Guys. He left in October 1965 but did some taped shows/interviews for Radio Caroline on land. He later presented shows on the BBC Light Programme.'

Next it's our most regular contributor to the International Radio Report for many years, Mike Pasternak aka Emperor Rosko. 'Greetings Hans and many thanks for the info, that flows from your spigot of endless data! It is always sad when the icons hang up their turntables, I shall miss Ron O'Quinn and the Rewind show!

I enjoyed Jack Jackson's story, he handed over to me on Radio One for many years. Talk about a culture shock!' Thanks Emperor I hope you get your record players and much more for a long time. Also thanks for the namechecks a couple of weeks ago in your program.



Rosko Studioshot Radio One 1970

Photo: Collection Rosko

Next a reader, who was there for many decades in this scene. I think he was there already in the early days of Pirate Radio News, for which I wrote between 1970 and 1976, for the main period as final editor. Here's Lars Rydén from Sweden: 'Thank you for sending me your monthly Report for so many years. However, I am no longer an active DX'er or even short-distance listener. So I kindly ask you to delete my address from your mailing list. I wish you continued success with your Report. You know, having reached 80+, tuning the dials is no longer a preference. To keep the health by some daily exercise/walk is better!

I also have to mention that I just have handed over all my DX files, including QSLs, from more than 60 years of activities, to Ronny Forslund. (Ronny told me that he met you in the Netherlands a couple of years ago.) Ronny is very active in historic and nostalgic details of DX-ing, e.g. 'Radio Nord Revival'. He recently published a 400 page book about the history of DX-'ing in Sweden! So I feel my papers are now in good hands. Have a good time, Hans 73, Lars Rydén.'

I've written a personal mail to Lars mentioning the long period we were in contact during so many decades and also told him his archive is in good hands of Ronny Forslund. I hope he has many years to go in good health too.

During the past months a splendid photo archive came to us which we will soon put on our Flickr pages. Also another archive was brought to Groningen for which we are very thankful. In this archive from someone who followed the stations in the sixties as well as the seventies were several interesting things including some 'never seen before'. This one for instant is a poster from M.A. Productions in The Hague, a company set up in the seventies by Spangles Muldoon from Radio Caroline.



Now an email from Phil from Australia who was in the Netherlands early June: 'Dear Sir Hans, I took a day off from my conference in Rotterdam to visit Scheveningen, near The Hague. The only trace of this port once being the base for several of the most famous offshore stations was this restaurant on the beach - Veronica - now serving Thai cuisine.'



The staff I spoke had no knowledge of why the Veronica name is so famous in Holland, and especially on the Strand. There were no pictures of the ship, or anything. I felt a bit sad that history is being forgotten. Cheers Phil Crosby.'

Well I see on the photo that the weather was nice Phil so a plus. On the other hand for anyone who wants to visit Scheveningen don't forget to visit the harbours and go on search for the Trip Tender for instance!

During the Radio Day in Harlingen Wim van de Water and Alex Hoek made a wonderful report which can now be seen on line. There are interviews with Steve Gordon (Caroline and Voice of Peace), Lion Keezer (Radio Caroline), Dick de Graaf (RNI) Sietse Brouwer (Jenni Baynton), Marc Jacobs (Mi Amigo) and many more. See also you're a bit emotional editor

receiving the Radioday Award.

<https://www.youtube.com/watch?v=dpxChLTXQxU>

Peter Moore from nowadays Caroline organisation brought the following news on internet: 'As of June 1st the Ross Revenge has been accepted on to the National Register of Historic Vessels of the UK. The fact of her being German built was outweighed by the clear long term connection she has with Britain both in her Fishing and Broadcasting roles. Obviously there are many famous ships on the register and including the Thames Barge fleet in Maldon and the steam tug Brent also based there. This gives us additional credibility for fund raising, while modest sums can be awarded from the Register itself.'

June 10th Paul Bailey wrote me about the elections in Great Britain: 'Hello Hans, I couldn't help noticing that Paul Sweeney, a shipyard engineer and trade unionist, claimed Glasgow North East for the Labour party with a majority of ... 242.'

Well it couldn't be a better amount: Swinging to you on 242, Radio Scotland and even Glasgow which was also the city where Radio Scotland had his office.

I know that my radio friends, who are baby boomers too, know who TW is. Yes an Australian, deejay, program director, coffee time, Walzing Mathilda, Radio Atlanta, Radio London and many more. But why was my name there in 1967 when he, Tony Windsor, left Big L?

2-1967

Offshore Echos

Windsor knot

Tony Windsor, known as TW on Radio London, will not be heard on the station any more. He has had to forgo his trips to the ship for health reasons.

Anyone who want to reflect on this question or any other topic in the report please do so versus writing to me at: HKnot@home.nl



This is another poster recently received and never seen before. I think early seventies. Who knows more?

Time for Jon Myer and his update in June: 'After a month's break due to lack of a broadband connection, I am pleased to say that The Pirate Radio Hall of Fame has now been updated.

- three more of Ray Clark's fascinating interviews with Radio Caroline personnel from the sixties: Mike Ahern, Graham Webb and Carl Conway;
- news of DJ/engineer Stuart Vincent's new book telling of his time on the Voice of Peace, Caroline and Laser;
- a link to an interesting in-depth interview with Keith Skues. With best wishes, Jon www.offshoreradio.co.uk

Surprise an e mail from Joel O'Brian who worked for AFN in Europe in the seventies but was also heard on Caroline in the Berlin Service: 'Hello Hans: Yet another great report! How do you do it?! Thanks for the story on Dennis King, I will try to catch him on the website you posted. Forgive me for not sending this your way earlier, but AFN Europe has celebrated its 75th anniversary! Thought you'd like to see this

<http://myafn.dodmedia.osd.mil/afn75>

Thanks Joel most appreciated and I hope Dennis came back to you in an e mail. Next is Doug Wood:

'Hello Hans. Please find attached the schedule for the 'No Man Will Ever Forget' event on The RADIO SHIP this August. Times are all UK Times; the event will be broadcast on The RADIO SHIPS 64 kbps stream only. The 192 kbps stream will carry The RADIO SHIPS normal output.

Listen to THE RADIO SHIP at www.theradioship.net on Mobile, Tablet, iPad, and the TuneIn ap, SEARCH: THE RADIO SHIP. and Reciva supported WiFi internet radio in the UK location, SEARCH: 199 THE RADIO SHIP.

The RADIO SHIP LISTENING STREAMS

The RADIO SHIP at 192kbps> <http://217.28.20.20:8021/listen.pls>

The RADIO SHIP at 64kbps> <http://217.28.20.20:8078/listen.pls>

You can also download The RADIO SHIP App FREE at Google Play Store.

Happy listening

<http://tunein.com/radio/THE-RADIO-SHIP-s221219/>

The RADIO SHIP 2 No Man Will Ever Forget Event.

Friday 11th August.

18-00 Mark Stafford - Please Don't Take them Away. The story of the British Offshore Radio boom of the mid-sixties.

21-00 Radio Caroline: Jerry Leighton, Tony Prince, Don Allen and Roger . Day just days before the Marine Offences Broadcasting Act became law.

Saturday 12th August.

Midnight: Radio London: John Peel's Final Perfumed Garden.



John Peel found on you tube

03-00 Mark Stafford - Please Don't Take them Away. The story of the British Offshore Radio boom of the mid-sixties.

06-00 Radio Caroline: Jerry Leighton, Tony Prince, Don Allen and Roger Day just days before the Marine Offences Broadcasting Act became law.

09-00 Radio London: Mark Roman Final Roman Empire.

12-00 Mark Stafford - Please Don't Take them Away. The story of the British Offshore Radio boom of the mid-sixties.

Radio 270 says goodbye.

15-00 Radio 270: Phil Hayton and Ross Randell.

18-00 Radio 270: Paul Burnett, Paul Kramer and Phil Hayton.

21-00 Radio 270: The Final Three Hours with Ross Randell and Rusty Allen.

Sunday 13th August.

Radio 270 says goodbye.



Radio 270 vessel Ocean 7. Photo: Freewave Archive

Midnight: Radio 270: Phil Hayton and Ross Randell.

03-00 Radio 270: Paul Burnett, Paul Kramer and Phil Hayton.

06-00 Radio 270 The Final Three Hours with Ross Randell and Rusty Allen.

Radio Caroline North. August 14th 1967. The final day for many DJ's

09-00 Caroline North: Dave Lee Travis in for Don Allen.

12-00 Caroline North: Jerry King's Final Show.

15-00 Caroline North: Dave Lee Travis's Final Show.

18-00 Radio London: John Peel's Final Perfumed Garden.

Radio Scotland says goodbye.

21-00 Radio Scotland's Final Three Hours.

Monday 14th August

Midnight: Mark Stafford - Please Don't Take them Away. The story of the British Offshore Radio boom of the mid-sixties.

03-00 Radio Scotland's Final Three Hours.

Radio London's final day.

06-00 Radio London: Chuck Blair's Final Breakfast Show.

09-00 Radio London: Pete Drummond's Final Show.

12-00 Radio London: Ed Stewarts Final Show.

13-30 Radio London: Final Juicy Fruit Show.

14-00 Radio London's Final Hour. With Ed Stewart and Paul Kaye.

15-00 Caroline South: Caroline welcomes Radio London's listeners.

16-00 Britain Radio: The Final Two Hours. With Tony Windsor.

18-00 Mark Stafford - Please Don't Take them Away. The story of the British Offshore Radio boom of the mid-sixties.

21-00 Caroline South: Johnnie Walker. The Run Up To Midnight.

August 14th 1967.

With greetings and thanks Doug Wood.'

Next news comes from the Radio Caroline website: Caroline Party August 13th, This year sees the 50th anniversary of the UK Marine Broadcasting (Offences) Act. Our commemoration of the important events of August 1967, will take place on August 13th at the Princes Theatre, Clacton, Essex.

From 10.30 am it will be a day consisting of: Film shows, displays, a radio conference with celebrities. Live entertainment from The Fortunes and Rich Clifford and The Young Once.\

We had a strong response from listeners on our pre-booking form, but now it's time to book for real. The cost per ticket is £28 (including fees)

and you can do so now via the Princes Theatre booking system.

<https://princetheatre.ticketsolve.com/shows/873575365>

Then some news came in from Germany for another event:

THE 17th ERKRATH RADIODAY Saturday, October 7th, 2017.

On that Saturday, it's again the point of getting together for the European free radio scene! This year we are the guests in the technical museum QQTEC in our neighbour city Hilden.

The event is scheduled from 13:00 to 19:00 hours. Details on the schedule of the day will follow. The location: QQTEC , Forststr. 73, D-40721 Hilden , www.qqtec.de/museum/ The entrance fee is 12.- EURO. Jan Sundermann.'

radiotag.erkrath@yahoo.com

Neddy Noel and his Ned Miller Band have released a new song although its original is from way back then: The House of the rising sun. For more info see: <http://radio270.net/Millers.html>

On the 24th June, the very last program from Ron O'Quinn could be heard on several stations. Ron decided to stop producing and presenting programs after a period of 57 Years! An article about his long career is here: <http://dublinlaurenscountygeorgia.blogspot.nl/2017/06/ron-oquinn-end-of-line.html?spref=fb>

Sad news came in on June 26th from Paul Rusling: 'Dear fellow radio enthusiast, it's with a heavy heart I must tell you that one of my closest friends, who you will I'm sure remember from his time on Laser and Radio Caroline, has passed away a few hours ago. He died peacefully without regaining consciousness after a bad asthma attack which caused brain damage.

Blake Williams had not been well since a really bad fall from his horse two years ago and he has since endured many months of painful reconstruction. The materials used in the new *Bionic Blake* however reacted badly with his body and a few months ago he had to have all the metal removed - over two pounds of titanium and stainless steel! It left him in some pain but he had discarded the crutches and could walk with a limp using a cane. He was even looking forward to going riding again!



Blake Williams Photo Collection Blake Williams

This last week he has been on a ventilator with severe brain damage after a bad asthma attack and he finally passed away at 11pm Mountain Time last night in New Mexico. His partner Dakota is 'in bits' as you can imagine. Blake will be cremated and then laid to rest with his father up at the ranch in Arizona.

It's a very sad day as Blake was a real true friend to Anne and I; right now am just listening to his last programme going out on *Replay Radio*, which seems quite surreal. You don't expect people younger than you to go first. If you would like to read more about Blake's life and his demise you can do so here:

http://worldofradio.co.uk/Blaker.html?awt_l=GK_8X&awt_m=3fB3CP8Fm19HcH7

I have also included some video on the page of Blake demonstrating how Radio Caroline worked. My best regards, Paul Rusling.'

Well many new photos are published in the Offshore Radio Photo Archive edited by Martin van der Ven and Hans Knot. More than 19.000 photos are to be watched or download. Respect copyright.

Piet Treffers' photo albums

<https://www.flickr.com/photos/offshoreradio/albums/72157682891744383>

Alex van den Hoek's offshore radio collection

<https://www.flickr.com/photos/offshoreradio/albums/72157682711719304>

Hans Meijering's Radio Veronica collection

<https://www.flickr.com/photos/offshoreradio/albums/72157685617983705>

DX-expedition Sealand September 1982

<https://www.flickr.com/photos/offshoreradio/albums/72157682803735813>

[The Offshore Radio Archive \(flickr\)](#)

Here's the July update for the Pirate Hall of Fame: We are sorry to report the deaths of two well-loved offshore broadcasters, one from the seventies and one from the eighties. RNI's Mike Ross passed away on Sunday 25th June. Our thanks goes to his brother-in-law Brian Bosworth for the information. He tells us that Mike (real name Colin Novelle) had been suffering from throat cancer.

On the same day we lost Blake Williams (real name William Broderson), who worked on both Laser and Caroline, following a severe asthma attack. His friend Paul Rusling has posted this on-line tribute. Our sincere condolences to both men's family and friends.

We have another of Ray Clark's fascinating interviews with former Radio Caroline personnel. This month with engineering supremo Peter Chicago.

See the contents page and DJ Directories of the sixties, seventies and eighties for full details of this website.

Radio Mi Amigo (no connection with the Belgian-backed offshore station of the same name) will be broadcasting from the LV18 ship in Harwich this month. It will be available on 106.8FM and on-line between 21st and 30th July. Check out their Facebook page for further details.

The LV18 will also be used in August for the return of Pirate BBC Essex. Johnnie Walker, Roger Day, Keith Skues, Norman St.John and Tom Edwards are scheduled to take part. See this video on Facebook for more information. For photos and memories of previous Pirate BBC Essex broadcasts, see here and following pages.

The Elva racing car which was driven by Radio London's Keith St.John back in the sixties took to the racetrack again at Brands Hatch on 1st and 2nd July in the Guards Trophy race. Our correspondent "Dave the Marshal" tells us that the car will also make an appearance at Oulton Park later in the year. Thanks to Dave for the information.

Of course a big thanks to Jon at the Pirate Hall of Fame for another fantastic but also sad update: <http://www.offshoreradio.co.uk/index.html>

In this issue also another chapter in the radio adventures from Harald Hummel and we start with the months that Radio Veronica was alone again as offshore radio station in March 1968. From that point on the station could bring a big influence for the Dutch pop-groups, also outside the Netherlands.

Golden Earring, Focus, Brainbox, but also the Cats, Shocking Blue, Earth and Fire and more gained international success. But Harold also loved the things happening in Holland and loved to get a female pen pal there. He wrote a letter to Klaas Vaak (Tom Mulder) on Veronica with the question to read out his address in search for a lady pen pal.

Of course it took some time that the letter arrived at Hilversum headquarters but a week after sending it away Harald tuned in to the late night show from Klaas Vaak, which could be heard from 23 hrs CET. Reception was not too well as Veronica fought to get the best sounds out from the 192, where a transmitter in Beromünster was also active.



Klaas Vaak Archive Freewave

And indeed, these precautions had paid off. Already very soon after receipt of the letter, Klaas Vaak read it and Harald had even switched on his tape recorder to cut along. Due to the transmitter superposition could not create a super recording, but one could quite hear, what Klaas Vaak said

Harald was beside himself with excitement, joy and enthusiasm. It was so simple: A note to an extraordinary station - and you had fun all the time (although with some major breaks). But the mere fact that the letter was read at all was hype enough. The fact that someone also answered was the summit. And there were even two ladies who bothered to write. After all, they had to quickly reach for paper and pencil, and they had to understand the address correctly. Klaas Vaak had only read the address once. One of the ladies came regularly in contact with Harald by letter.

Although there was only 'thin' communication with Ellen Wevers from The Hague, she always remained very much on the surface, but Margriet Vermin from Wassenaar, right next to The Hague and right where Veronica was anchored, was quite different caliber. This began with the fact that she always used her father's stationery, which was bloom bulbs seller. And this continued by the fact that she wrote in a way, which could hardly be deciphered. In the beginning it was in English, later, on request by Harald, only in Dutch.



Norderney Photo: Kees Pronk

He also wanted to learn the spelling in the correct way, since he heard on the radio only spoken Dutch. Margriet was a lover of very direct expression. And she wrote gladly and much. She never took a sheet to her mouth, although it sometimes seemed that she apologized for something. For Harald the letters from Wassenaar were always very special. Even if it was that he could not decipher them at once. Although Den Haag is just 450 kilometers away, it was a completely different world for him. And with that he had also personal contact and not only over the radio.

With Margriet, there was already a very interesting exchange of letters and also contributed significantly to the fact that Harald had his army time in the following year postponed by three months.

He was always keen on the printed edition of the Veronica Top 40, which was available in the Dutch record stores. And he had actually found someone, who from time to time sent him an 'edge-clear copy'. And Walter was very interested and quite envious: he wanted to have something like that too. And probably it could be with Maria Kuipers from Noordwijk, because Margriet's girlfriend and class mate was very interested in such a contact too.

And next Harald envied Walter for his part, because Maria was very pretty. They were already a four-club, and later Manfred and Josien also came to the 'club'. Margriet, Holland, Veronica - these were, in the second half of 1969, the three centers of his interest. He would never have expected at that time that a further, much more intensive component would be added just a few months later.

But Harald had smacked his fist with the girlfriends about Radio Sweden and Veronica, so he wanted to go to England and especially to Holland. There was one special person in England who got a job with the BBC, who always had seen Radio 1 as an enemy station, Johnnie Walker. His bargaining time at the Beeb had expired and people at Radio 1 were also glad to be able to include the certainly most spectacular rebel jockey of

Radio Caroline. Johnny simply needed money, and his national and international audience had certainly wanted him.



Johnny Walker (You tube)

And although Harald did not often hear the Johnnie Walker show at midday and was not particularly interesting, he wrote to his fan club, which was run by his mother Dort, who also published a newsletter and in each edition was a 'pen-pal-section', which resulted in contact between Harald and Brownny. She came from Ipswich and not had only the same surname as Robbie Dale but was also a great fan of the 'Admiral of the Beat-fleet'.

Writing letter with Brownny and exchanging those with Margriet became the highlights of every week. Harald had so much to tell about all his experiences through the years with Caroline. And Brownny even sent him photographs from the railroad station in Ipswich where the deejay changed trains to London.

There was one photo with her and Johnnie Walker which was published all over the place. Brownny was lucky to live so nearby, but that counted for Margriet too as her living place was not too far away from where the Veronica vessel was anchored. In no way she first could understand the

fascination Harald had with listening to the station under such bad circumstances.

And it was the year 1970 that followed. Harald wrote in his dairy: 'Although the summer of love was gone already several years it seemed to me that in the seventies the offshore radio stations were still trying to bring the happy warm sounds from that period. Veronica stayed interesting for me to listen too. Jan van Veen and Joost de Draaier had left the station but the other deejays filled the places left very quickly and I thought the Veronica programmes were far much better than before.'

Harald his Dutch became better and it was decided that Margriet would only be in contact with him with the Dutch language. Next was the big surprise as he found at the end of the AM a new station on 186 metres, with the sounds of Morse in the background. It was the signal from a station which would become the best and biggest of all time: Radio Nordsee International, or RNI. Harald again: 'two business men from Switzerland, Meister and Bollier, put a lot of money in the project for rebuilding the ship, they bought, into a radio ship and got it painted in many colours.



Tender near the MEBO II Photo: Robin Banks

'Compared to the small Mi Amigo, the MEBO 2 was a 5 stars hotel. Already in early February, I had listened to the station with test broadcasts and missed from then on barely a minute. RNI anchored in front of the coast of Holland, right next to Radio Veronica. The station transmitted in English and in German, but apparently the owners had done little market research and ran straight into ruin, because both England and Germany had already passed their anti-piracy issue laws. And Caroline had also gone due to the fact no international advertisers could be found.'

Harald found the German program with a 'presenter' like Horst Reiner a pure farce. Also his colleagues and successors Axel and Hannibal, etc. could not make the initial damage any better and so the German language program was set to disappear very soon. But the English program in 1970 compensated for almost everything. No less than Roger Twigg Day became the first program manager, and he was soon followed by other great names: Andy Archer, Carl Mitchell, Duncan Johnson, Alan West. If Johnnie Walker had not started at the BBC, he would surely have dived there too. Somehow Radio Caroline was there again however under another name: RNI.'

Harald almost couldn't believe what happened with RNI in 1970, what a story, and he followed the station very intensively as also Walter did. The development behind the scenes was not always to be understood by the listeners, but the very high fluctuation of the DJs and the use of new program managers could give little indication of the internal problems.

Then in spring 1970 the radioship suddenly set out for England. Almost nobody knew why. At least Harald did not know. But he listened to Carl Mitchell almost the whole night, who properly marketed the crossing.

The Dutch government had left RNI in peace, the English were not amused, suddenly again a 'pirate' in the Thames Estuary. The Labour government of Harold Wilson, who had passed the anti-pirate law in 1967, was still in office and took a very unpopular action: RNI had to be jammed. A constantly high beep accompanied all broadcasts from Radio North Sea.

RNI tried another frequency change. Previously they had already exchanged 186m to 190m and then later to 217m. Next their signal was close to BBC's radio 1 to 244m, but then turn off again and settled on 220m. But the jammer was not turned off. What would become next of the radio station? Harald tells you more in the next report, which will be published late August.

We started the report with sad news and during the past 6 weeks more people from our radio world passed away. On July 4th the next message came in from Gavin: 'Hi Hans, I'm very sorry to report the passing of Andy Gemmell-Smith (aka Andy Anderson) in recent days. As you may know, Andy was both a DJ and a very talented engineer. He was involved in a number of offshore stations including setting up Radio Atlantis. (and others as a secret advisor consultant).



Andy Gemmell-Smith Photo: Steve England

I first met him at the very start of Beacon Radio in Wolverhampton in 1976 and we later worked together at both Radio 210 in Reading and

Essex Radio in Southend on Sea. He was Chief Engineer at both of these and a number of other UK commercial stations. Andy's radio equipment company Alice Soundtech fitted out many of the successful stations here in the UK and abroad. He was in my opinion a proper radio genius and a whizz at every aspect of the transmission chain. He had a particular interest in AM processing! His audio designs and studio mixers set a new standard. Above all he was a lovey guy, always fun to be with and a dear friend and a mentor for many in the business. Kindest regards Gavin McCoy.'

Thanks Gavin and I hope for you the good memories will be staying. In the Pirate Hall of Fame next is mentioned: 'Andy Anderson Born 15th July 1952, Andy had a disco equipment business in Tunbridge Wells, Kent, until December 1973 when he joined Radio Atlantis as a DJ and engineer. His first broadcast was on Christmas Day and he stayed until the station closed down in August 1974. During that time he married Linda, who was also heard on air occasionally. After Atlantis, he returned to his equipment firm and was also involved in the abortive 'Radio Dolphin' project for which he was prosecuted under the Marine Offences Act.

In June 1976 he joined Beacon Radio in Wolverhampton, later moving to a number of other independent local radio stations where he was chief engineer and, sometimes, weekend DJ. In 1983 Andy set up a company called Broadcast Designs making radio broadcast equipment under the trade name 'Soundtech'. In 1987 it became Alice Soundtech.'

Keith Chanter (Dave Rodgers) was also deejay on Radio Atlantis and he wrote about Andy Anderson the next lines: 'In 1974, I was working on an offshore station called Radio Atlantis. Every five minutes (it seemed) the guy in charge of the transmitter had the whole antenna system on the deck to retune it. His name was Andy Gemmell-Smith, and I have never known anyone with such a hyperactive brain. He was also a damn good radio presenter who went under the name of Andy Anderson. I have just heard that he has passed away. I will always remember his passion, dedication and unruly mop of hair (almost as unruly as mine!!). My thoughts

go out to his family. RIP- Andy. He is probably in that great studio in the sky, soldering iron in hand, engaging in a heated debate about the advantages of transistors over valves, or some such thing.'

And on the morning of July 5th at 4.30 an end came to the life of Paul Hollingdale, one of the first voices heard on CNBC in 1961. With thanks to Jon Myer at the Pirate Hall of Fame who brought the sad news and also the information about Paul Hollingdale his career: Although best known for his long career with the BBC and commercial radio, Paul was also a very early pirate DJ - one of the UK's first. It wasn't his start in show business though. That came at the age of nine when he was an 'extra' in the classic Richard Attenborough movie Brighton Rock.

Paul's broadcasting career began while he was serving in the RAF in Germany in 1958. He worked as a DJ/Presenter at BFN (the British Forces Network, later known as BFBS). In 1959 Paul was offered the opportunity of presenting the Cologne end of the BBC's long-running Sunday lunchtime request show *Two Way Family Favourites*. This led him to return to the UK in 1960 to become a full-time broadcaster. With only the BBC and Radio Luxembourg operating, jobs were in short supply and Paul found life difficult at first. However, through a former BFN colleague, Doug Stanley, he became involved with CNBC. This was an English-language service broadcast from the Dutch Radio Veronica ship, anchored off Holland.



Sadly the station's transmitter was not powerful enough to win many listeners and CNBC did not last long. Paul then worked for Radio Luxembourg, initially presenting sponsored shows taped in London, later moving to the Grand Duchy to become one of their resident DJs. His was the first voice to be heard when BBC Radio 2 opened for business on

Saturday 30th September 1967 and Paul was one of the regular presenters of the station's *Breakfast Special* programme. He left Radio 2 in January 1970 and, during the next few years, worked as a freelance presenter for BBC Radio Brighton where he met local singer-songwriter Johnny Wakelin. Paul became his manager as Johnny's song Black Superman became a top 10 hit in the UK and all over the world.

In March 1976 Paul joined Radio 210 Thames Valley, the local station in Reading. In 1979 he opened Blue Danube Radio, an English-language station in Vienna. His association with BDR continued until 2000 when the station closed. During the eighties and nineties Paul was also heard on a number of other stations: London's LBC (a weekly film show), Chiltern Radio (weekend presenter), and Radio Luxembourg (another series on movies). Paul was also part of the launch team for Britain's first country music station Country 1035 which opened in London in 1994. He further lived in Vienna, Austria, where he worked as a broadcaster and film commentator for the ORF and others.

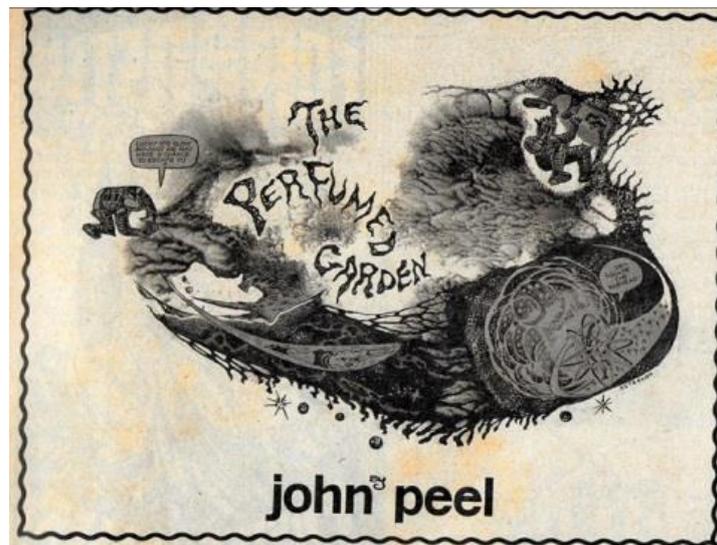


Paul Hollingdale and Robbie Dale 1978
Photo: Jelle Knot

Ten years ago I published an interview Colin Nicol had with Paul Hollingdale, which you can read at:

<http://www.hansknot.com/hollingdale.htm>

Well don't forget August 14th 50 years of Marine Offences Act and the 2017 version of the Last Perfumed Garden. Completely translated in Dutch, a 6 hours program produced and presented by Oeds Jan Koster and Hans Knot. Up till now 15 stations, either local or internet, have decided to transmit the program. Either it will be aired in the night of August 14th or during the day. We're still busy with talking to other stations too.



Recently a 'whole page' article about the 2017 Perfumed Garden was published in the regional newspaper 'Dagblad van het Noorden' and this newspaper will also stream the 6 hours program in August. Stations which will airing the show are, amongst others, Waterlandradio Purmerend, Radio ELS, Radio Emmeloord, OOG Radio Groningen, SRO Groningen, Radio 192, Extra Gold, Hollands Pallet Zoetermeer, RNI Germany, Radio 199, Big L Internet.

Everyone who wants to share memories, a story, a photo and more please write to me at Hknot@home.nl and have a nice summer- or wintertime.

