



# "STICKY FINGERS"

Magazine

[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

Issue 66 December 2009



Peters Prattling .....	1
Merry Christmas and a Happy New Year .....	1
Next month – Modeller of the Year Competition .....	1
Home Front .....	1
Charles Thompson .....	1
Southern Expo News and Decals .....	2
Model Engineering Exhibition.....	2
Forthcoming Shows in 2010.....	2
Robins Ruminations.....	3
My Official hat is now on.....	3
Wrighty's References – The Mystery of the USS Murphy .....	5
Competition Standings after the 4th Round.....	7
Wally Arrowsmith Trophy (Aircraft) .....	7
IPMS Hornchurch Trophy (Miscellaneous) .....	7

## Peters Prattling

### Merry Christmas and a Happy New Year

#### Next month – Modeller of the Year Competition

#### Home Front

Things on the Bagshaw home front are as quiet as can be expected on the run up to Christmas, as I write this there is snow falling and a trip at the weekend to see our families is looming, not always a pleasant prospect at the best of times even without the snow! At least once that's over with we can settle back and enjoy a peaceful time at home.

Other than that I've been frantically trying to bash together 3 Spitfires, 3 109Es and a Heinkel He-111 to compliment the decals we are doing for Expo next year, much to the detriment to any of the other models I had on the go.

#### Charles Thompson

Alan Wright informs me that Charles hasn't been feeling too well recently, he's OK and should be back to the club fighting fit sometime soon. If you read this before we see you next, get well soon Charles.



# "STICKY FINGERS"

Magazine

[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

## Southern Expo News and Decals

Bookings are coming in steadily for Expo from both trade and clubs. It's looking like it should be another full house again next year.

The decal sheets have been sent to the printers and should be back early next year. The instruction sheets are finalised, does anyone know a printer who can run off 4 X 750 sheets of double sided A4 paper cheaply in colour?

We've had a lot of interest from 2 major UK modelling magazines (SAM and SAMI). SAM want to do an exclusive article appearing in the February issue and then SAMI are going to be running a series of articles on Battle of Britain modelling running from May onwards and they are hoping to feature our decals in that. Hopefully both will result in some good sales.

## Model Engineering Exhibition

Well that was useful! For those that aren't on email, I had a phone call from the chap organising the few plastic model clubs displaying at this show, asking whether our club would be interested in space too. I said yes and obviously emailed out an initial question to those that I could, to see what interest there was. I'd had a few positive replies when I received another email from the organiser to say that the space allocated to the plastic model clubs was being restricted so we wouldn't be able to attend after all. Oh well, it's still a good show to go to if you are in the market for some odds and ends in the tool line and sometimes the odd kit too.

## Forthcoming Shows in 2010

Shows with highlight have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

2010	
22 <sup>nd</sup> to Sunday 24 <sup>th</sup> January (Friday – Sunday)	London Model Engineering Exhibition Alexandra Palace
7 <sup>th</sup> February (Sunday)	IPMS Milton Keynes – Stantonbury Leisure Centre, Milton Keynes, MK14 6BN. I've requested 2 tables.
21 <sup>st</sup> February (Sunday)	IPMS Wakefield and District, 'Huddersfield 2010', Huddersfield Sports Centre, Southgate, Huddersfield HD1 1TW
20 <sup>th</sup> & 21 <sup>st</sup> March (Saturday & Sunday)	Southern Expo
28 <sup>th</sup> March (Sunday)	Newbury Scale Model Club, Greenham Common Airbase
17 <sup>th</sup> April (Saturday)	Plymouth Show
24 <sup>th</sup> & 25 <sup>th</sup> April (Saturday & Sunday)	Scottish Nationals, Dewars Centre, Glover Street, Perth
16 <sup>th</sup> May (Sunday)	IPMS Tyneside, Northern Scale Model Show, Temple Park Centre, John Reid Road, South Shields, Tyne & Wear NE34 8QN
22 <sup>nd</sup> May (Saturday)	IPMS Devon (South), South Devon Model Extravaganza, Newton Abbot Race Course TQ12 3AF
23 <sup>rd</sup> May (Sunday)	IPMS Barnet, RAF Museum Hendon – I've requested 2 tables
5 <sup>th</sup> June (Saturday)	IPMS Salisbury show
27 <sup>th</sup> June (Sunday)	IPMS West Norfolk, Downham Market Town Hall
26 <sup>th</sup> September (Sunday)	Brampton show - Burgess Hall, St Ives, Cambs, PE27 6WU
13 <sup>th</sup> & 14 <sup>th</sup> November	Scale Modelworld - Telford

Peter



# "STICKY FINGERS"

Magazine

[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

## Robins Ruminations

Well here is my final article for the year and it has certainly been an eventful one in the Bellamy household. My wife being made unemployed from one job, but thankfully getting another job a couple of months later. Adele's gardening antics, mercifully finished in these cold dark months, but dark whispers of seed planting in January have recently surfaced, a worrying development. My son reaching twenty one, finding a job and then saving desperately to go away on holiday to see his girlfriend in America. My year has been very good overall, with all the above matters and I have kept reasonably healthy and thankfully, gainfully employed still.

Of course, there is never enough modelling time or models reaching fruition to appear on the clubs competition tables. However the club has continued on its steady course, with the competition tables groaning at times. Southern Expo 2009 passed off very well with only a couple of minor hic-cups and Southern Expo 2010 is already in full swing for Peter and myself. The big event on the modelling front as far as I was concerned was the research for the planned decal sheet for release at Expo next year. The final artwork for the front sheet and instructions is now complete and as you will be reading this article, the decal sheet is being custom printed in the United States. A major undertaking for Peter and myself as we had never done anything like this before, fingers crossed for sales!

As I tap away on the keyboard, the wind is blowing sleet against the modelling room's window, with heavy snow expected tonight. This is of great concern to myself as I am due to take the Mother in Law to Heathrow on Saturday for her extended stay in Malta away from our cold weather months. That is certainly one journey I don't want to have delayed! However this Christmas will seem strange for Adele and myself as my Son is already in America and will be there over the Christmas period, his first one away from home. Still, let's face it, what were his options? Spend Christmas with his parents in the winter weather or with his girlfriend in the Florida sunshine, tough choice. I bet it took him all of about half a heartbeat to make that call!

My modelling table is now being cleared to make way for the aircraft needed to display some of the markings from the Expo decal sheet. I've started prepping the kits for a production-line build, following my normal habit of sticking the sub-assemblies on pieces of spruce. I'll keep you abreast of the progress of my efforts. In a moment of madness I started a Revell issue of the Dragon Fw190A-8 kit; it seemed like a good idea at the time. It went together better than I was expecting, not perfect, but very acceptable. I am backdating the kit to an A-7 and putting some of the markings on it from a part Superscale sheet I have in my files. However on studying images of the actual aircraft in one of my books, I found that the decal sheet was incorrect in a couple of areas and will be making the necessary changes to the colour scheme and markings. Building this kit will give me a little "light relief" from building the Spitfires and Me109's. Well that's the idea anyway.

Well, before I stick my official hat on and get even more boring, if that's possible, I would just like to say to all the club members and their families, have a very Merry Christmas and a Happy New Year.

### **My Official hat is now on.....**

Well it's been a good year as far as my "official" capacity is concerned with lots more models on the competition tables and the quality of those models always improving. Well done to all those members that took part in the competitions. With of Peter's aid, I have included a list of models eligible for the modeller of the year competition, to be judged by our friends from Southend in the New Year.

Alan Wright:	Me.410
Brian Breeze:	Gloster Javelin, Sepecat Jaguar & Westland Wyvern.
Brian Wells:	N.A. F-86D & Vickers Wellington.
Charles Thompson:	A.W. Siskin, Curtis P-36, Gloster Gladiator, Hawker Fury X2, & Vought Vindicator.
Danny Alviss:	Chevy Coupe '39, Chopper, D.H. Mosquito, Dodge Charger & Suzuki Katana.
Graham Hill:	"Carry on Spying" figures, Ambulance, Marder II & III, & Scout car.
Ian Brown:	Braun Tyrell, F4F Wildcat, Lockheed Hudson, P-51III, Lotus 102B, Hawker Hurricane, Mitsubishi Zero & Williams FW07.



# "STICKY FINGERS"

Magazine

[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

John Bennett:	Bae Nimrod, Bristol Beaufighter, D.H. Dragon Rapide, Douglas Skyraider & DC-3, Junkers 52, Lockheed P-38 & Constellation, B-26 Marauder, SE5a, Spitfire XIV & Shorts Stirling.
John Huston:	D.H. Chipmunk & Hawker Hurricane.
Kevin Curley:	Churchill Crocodile & Cromwell.
Malcolm Robinson:	Ferrari 340
Mick Pitts:	75/27 Cannone, 88mm Flak 36 & M4 Sherman D.V.
Paul Bennett:	Beech C-45, D.H. Tiger Moth, Fairey Delta, Mitsubishi Claude, Supermarine S6B, N1K Kyofu/Rex & Shorts Sunderland.
Paul Richardson:	44Z Oldsmobile, 67 Chavelle SS, Cuda & Drag Racer.
Peter Bagshaw:	M2 Bradley, M4 Sherman "Tulip", P-38, Merkava, Panzer IIIJ & IIIL, Pfalz D.IIIa, F-84, Spitfire Vc & M4 Sherman.
Phil Worth:	Mikasa & SdKfz 251/17
Robert Smith:	Douglas Skyraider X2, Hawker Typhoon & F4U Corsair.
Robin Bellamy:	Fokker Dr.I & Pfalz D.IIIa.
Sean Gamble-Beresford:	Porsche 917.
Steve Crust:	Bae Typhoon, Sepecat Jaguar & E.E. Lightning F.6
Steve Hide:	Jaguar Transam & XJR 11, Renault Alpine & Porsche 98S & RSR.
Ted Taylor:	Bedford LWB & Tipper, Big "J" Guy, E.E. Canberra B-57G & SC9, Ju-88 & Focke Wulf Ta-152.

Phew, that's some list! Please don't let me have wasted all my time tapping away at the keyboard with one finger. Please bring all or at least some of the above models to the model of the year competition evening and on the fast approaching horizon, the clubs table at Expo. Also don't forget the 1970's theme build for Expo, how are the models coming along?

**Robin**



# "STICKY FINGERS"

Magazine

[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

## Wrighty's References - The Mystery of the USS Murphy

A wreck of a destroyer, 260 feet down off the coast of New Jersey, in the area of New England was located by divers after W.W.II. The wreck was covered in entangled fishing nets and be-devilled by tidal currents, that made life extremely difficult for the diving teams, the vessel was identified as the USS Murphy. The only problem was that the Murphy was never listed as lost in the US Naval Records.

The USS Murphy (pennant No. 603) was a "Benson" class destroyer launched in 1942. Her first war operation was "Operation Torch" in November 1942 (this was the Allies invasion of North Africa) in the Mediterranean to drive the Axis out on two fronts. The ship was amongst several that bombarded shore batteries in preparation for the landings. However a shore gun achieved a direct hit on the engine room and the damage caused the vessel to retire and return to the US for repair. The Murphy returned to the Mediterranean in time to take part in the invasion of Sicily (Operation Husky July 1943) and also the landings at Salerno Italy (Operation Avalanche September 1943), but in the latter action the Murphy was hit by dive bombers entailing another withdrawal back to the US.

By October 1943 the Murphy was again ready for action. On the 21<sup>st</sup> October 1943 she left N.Y. Harbour with secret orders to meet a convoy of ships meeting up for passage to England. At this point I would like to point out that the order "darken ship" means all lights including navigation lights are turned off, all access doors are covered with blackout sheets, all ports are closed with cast-iron dead-lights (a hinged circular plate that covers the port) locked in place with wing bolts. Also the ships radars were very basic, they were often only a blip of light on a revolving line. I have been on a destroyer on convoy escort and it is so black you can't see a thing, even when eyes become accustomed to the darkness.

I assume the ships assembled in their positions some 40 merchant vessels probably 8 columns of 5, 4 destroyers one each corner, a lead ship and maybe 1 or 2 aft to pick up survivors. This was probably completed as darkness fell and the convoy began to turn on course for its destination, then would come the order "darken ship all vessels".

The Murphy was on the port side aft corner of the convoy now proceeding in darkened mode, as full night conditions engulfed the ships. Some 3 hours into the voyage Murphy picked up a radar blip on the port forward side of the convoy, reporting to the lead vessel, they were ordered to go and investigate the unidentified contact, as it a U-Boat? Murphy swung out to port approaching in a semi circle to the contact near the forward end of the convoy.

What they did not know was that the first ship in the port column, the 8000 ton tanker Bulk Oil had an engine breakdown and swung out of the line, reversed course and was now travelling parallel to the convoy but moving in the opposite direction to return to harbour. A rookie officer on the Bulk Oil noted his radar showed a blip, which he thought as it was out of the convoy line must be a torpedo. He increased speed to pull clean, but hemmed in by the convoy ships he could not turn, with the devastating result his ship smashed into the Murphy just forward of the No.1 boiler room cutting the Murphy completely in two.

Note: The destroyers plating was only 3/16" thick, smashed into by the bow of the tanker probably about 1" thick plating backed up by 8000 tons plus the weight of cargo fully loaded, it would have been like a sledgehammer driving the edge of a file through an ali-beer can.

The front of the Murphy took most of the force of the impact, rolled over, flooded and sank in just over 5 minutes, the after section was compartmentalised and all damage control doors were shut with No.2 boiler room and both engine room bulkheads also all secure, this section did not flood and therefore did not sink.

The front end of a destroyer is largely accommodation, divided up by two long passages, one each side and cross connected by access passages to the mess decks, therefore the doors probably would not have been closed, to allow free access for crew to move around. They usually were only locked at "Action Stations" the top level safety of damage control. Therefore by rolling over, flooding would have happened very quickly. Very few people survived from this front section, although a witness said six escaped through a porthole, before this part of the vessel sank. The survivors on the after section were luckier; they were able to get up on deck and were rescued by the USS Glenon. A total of 35 men were lost.



# "STICKY FINGERS"

Magazine

[www.sticky-fingers.org.uk](http://www.sticky-fingers.org.uk)

The next day (22<sup>nd</sup> October 1943) salvage tugs towed the still floating stern section the 75 miles back to the Brooklyn Navy Yard in New York. Over the next 7 months the vessel part was dry-docked and a complete new bow section was fitted, complete with turrets, bridge, masts etc in fact almost a complete rebuild.

Obviously it went so well, that the "new" Murphy was serving in the invasion of Normandy (July, August 1944). Later in 1945 the ship was in the Indian Ocean on diplomatic ferrying work for Indian dignitaries. Then pushing into the Pacific Ocean, the Murphy registered Okinawa to her list of battle honours in W.W.II. She was finally scrapped in 1972.

The story makes it obvious that the blunder that caused the accident to the Murphy smacked of incompetence, no message was given as regards to the Bulk Oil had been given permission to leave its position in the convoy. The destroyer was sent to investigate as contact with no warning that the tanker had changed its position. Therefore in the face of such a mess up, no doubt a blanket of security was thrown over the incident, much easier to say a U-Boat had struck with a torpedo, no problems, no questions. Repairs could be carried out to "torpedo damage" and ships returns to service. As Alexander the meerkat would say "Seemples"

The only problem was the sunken half which was never supposed to be found. (*not forgetting the 35 dead – Ed*)

This is based on my own theory and the Sky Discovery Channel story broadcast on Friday 16<sup>th</sup> October with the same title as this article.

**Alan**

# Competition Standings after the 4th Round

## Wally Arrowsmith Trophy (Aircraft)

### 1/72<sup>nd</sup> Scale or Less

Position	Entrant	Model	Votes
1 <sup>st</sup>	John Bennett	Supermarine Spitfire XIV	49
2 <sup>nd</sup>	Paul Bennett	Fairey Delta	48
3 <sup>rd</sup>	John Bennett	Lockheed P-38 Lightning	47
4 <sup>th</sup>	Paul Bennett	Supermarine S6B	36
5 <sup>th</sup>	Charles Thompson	Curtis P-36	27
	Charles Thompson	Vought Vindicator	26

### Greater than 1/72<sup>nd</sup> Scale

Position	Entrant	Model	Votes
1 <sup>st</sup>	Peter Bagshaw	Pfalz D.IIIa	62
2 <sup>nd</sup>	Robin Bellamy	Fokker Dr.1	59
3 <sup>rd</sup> =	John Bennett Ian Brown	RAF SE5A F4F Wildcat	47

### Positions after 4<sup>th</sup> Round

Position	Entrant	Points
1st	John Bennett	223
2nd	Paul Bennett	131
3rd	Ted Taylor	86
4th	Ian Brown	81
5th	Peter Bagshaw	72
	Steve Crust	69
	Robert Smith	68
	Charles Thompson	58
	Brian Breeze	49
	Robin Bellamy	48
	Brian Wells John Huston	10
	Alan Wright Danny Alvisse	5

## IPMS Hornchurch Trophy (Miscellaneous)

### Military Vehicles

Position	Entrant	Model	Votes
1 <sup>st</sup>	Graham Hill	Marder III	79
2 <sup>nd</sup>	Graham Hill	Marder II	65

### Miscellaneous

Position	Entrant	Model	Votes
1 <sup>st</sup>	Steve Hide	Renault Alpine	78
2 <sup>nd</sup>	Graham Hill	Ambulance	54
3 <sup>rd</sup> =	Graham Hill	Scout Car	46

### Positions after 4<sup>th</sup> Round

Position	Entrant	Points
1 <sup>st</sup>	Peter Bagshaw	128
2 <sup>nd</sup>	Graham Hill	109
3 <sup>rd</sup>	Danny Alvisse	86
4 <sup>th</sup>	Mick Pitts	73
5 <sup>th</sup>	Steve Hide	71

	Ted Taylor	69
	Ian Brown	49
	Kevin Curley	44
	Phil Worth	40
	Paul Richardson	32
	Malcolm Robinson	23
	Shaun Gamble-Beresford	19



1/72<sup>nd</sup> Scale or less

John Bennett Supermarine Spitfire 	Paul Bennett Fairey Delta 	John Bennett Lockheed P-38 Lightning 
Paul Bennett Supermarine S6B 	Charles Thompson Curtis P-36 	Charles Thompson Vought Vindicator 

Greater than 1/72<sup>nd</sup> Scale

Peter Bagshaw Pfalz D.IIIa 	Robin Bellamy Fokker Dr.1 
John Bennett RAF SE5A 	Ian Brown F4F Wildcat 

Miscellaneous - Armour

Graham Hill Marder III 	Graham Hill Marder II 
--	---

Miscellaneous - Other

Steve Hide Renault Alpine 	Graham Hill Ambulance 	Graham Hill Scout Car 
---	---	---