



Marbleheads & Guildford Model Yacht Club history 1932-2022



Guildford members Elstead Moat 1940s



Arthur
Levison



Elstead Moat 1950s

Marbleheads & Guildford Model Yacht Club history 2022

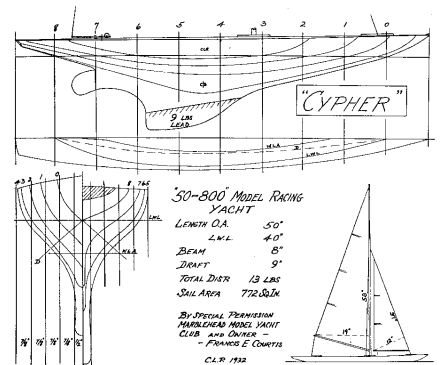


This history which has been put together by Roger Stollery to celebrate 90 years of both the Marblehead class and Guildford Model Yacht Club, comparing the progress of each chronologically through the years from 1932.

1932 was a very important year for the progress of model yachting. In America Roy Clough conceived a brand new class for his club in Marblehead. The idea developed from the Marblehead 450 class where the only rule simply limited sail area to 450 in² of sail. Roy considered this unsatisfactory because of the strange variety of hulls. His idea was also simple to provide a maximum length limit of 50 inches, measured on the deck with 800 in² of sail, hence the original class name of the Marblehead 50-800. His original design idea was sketched on a barn door and the length took into account the width of the back seat of his car! His rule set a few other restrictions to keep boats simple and as a result was very successful and popular, with new boats and clubs blossoming all over the United States.



Meanwhile in the UK in leafy Surrey, a few enthusiastic model yachtsmen were sailing at Elstead Moat, some 8 miles from Guildford. The Guildford Model Yacht Club started informally in 1932, but was affiliated to the Model Yachting Association when a new lake was built in Stoke Park, Guildford in 1934. This proved to be unsatisfactory for racing with an island in the middle and trees planted all round and the Club returned to the Moat. Members sailed 36" and 10 rater class boats and the club flourished throughout the 1930s and generous donors gave the club beautiful silver trophies for these classes which encouraged competition. One of the leading lights was Arthur Levison, a prolific boat builder carving his boats using the bread-and-butter method on the buttock lines. Generous donors gave the Club beautiful silver trophies for these classes, which further encouraged club competition.

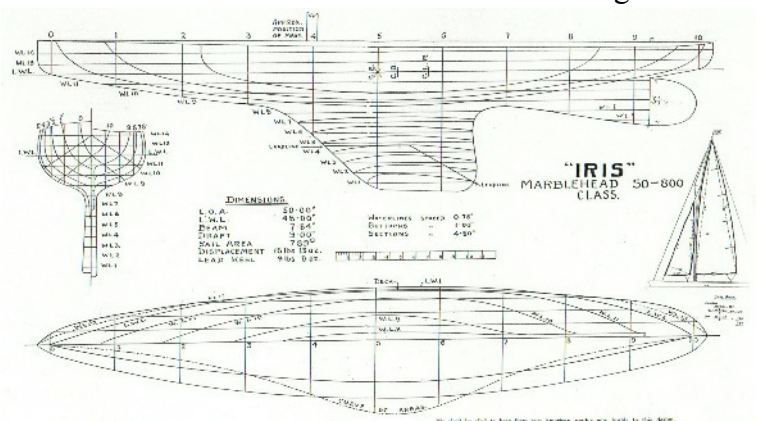


After the war the Guildford club and club racing flourished with memberships of 40 during the early 1950s, with some members going to local club open and national events and even successfully winning the Hove Corporation Trophy at Hove Lagoon.



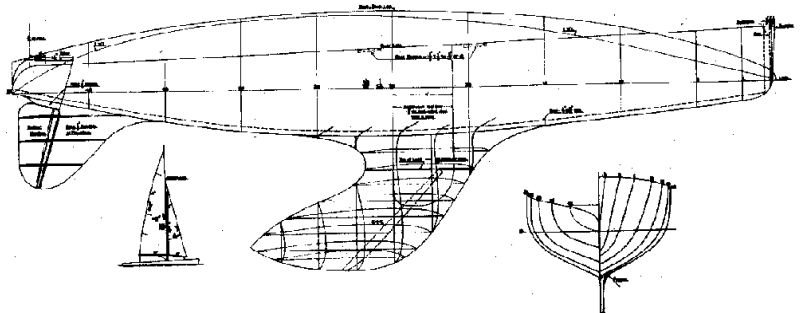
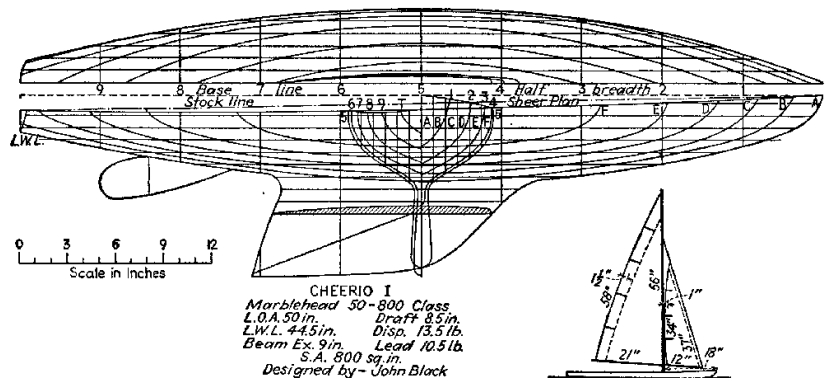
John Black and *Cheerio I* on the dock at Hamburg in 1936.

Elsewhere in the UK HB Tucker published his first and very forward looking Marblehead design, IRIS in the Model Yachtsmen in 1934. The design was based on the International 10 m² sliding seat sailing canoe, which was the fastest small boat sailing at the time. His design predicted future waterline lengths close to the 50 inch maximum, with square ends and little overhang. The Marblehead class was adopted by the Model Yachting Association in 1938 and was chosen by the German club organising the 1936 Olympic regatta in Hamburg to take part along with the 'A' class as a cheaper and becoming more popular class. The



Marblehead was adopted Internationally by the International Model Yacht Racing Union (IMYRU) in 1937.

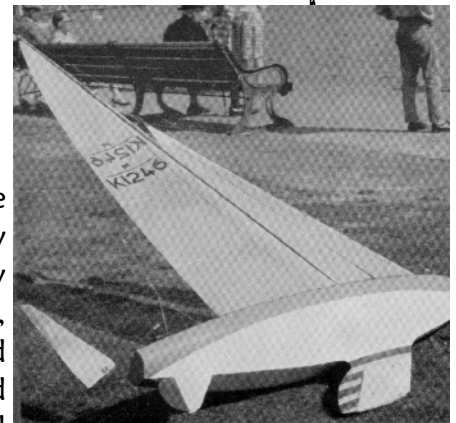
Marblehead design development together with the development of break-back vane gears flourished in the USA in the early days of the Second World War and afterwards. The design that stood out in this period was the Gus Lassell & Ted Thorson's SUN-KISS with its distinctive seal flipper fin, apparently developed to prevent the standing wave created at the back of the keel when well heeled going to windward. Various keel designs were tested by towing/pulling the boat along at twice the normal speed. Another idea tested on this design was the 'sliding rig', where the whole rig could be moved fore and aft to improve balance etc, but this never caught on in the UK despite the full plans of SUN-KISS being available from the Aeromodeller Plans Service, priced 9/6p. In their catalogue one significant note against this design was "Sail plan reduced size with 2nd and 3rd suit areas given".



Was this the origin of the later restriction to 3 rigs?

SUN-KISS was a US National Champion design and one built in the UK won the Marblehead National Championship in 1952. It clearly had influence in one UK club, Birkenhead, where George Norsworthy designed the 1948 National Champion, FLOREANA, a 9 1/2 inch beam, 50 inch waterline, 21 1/2 lb double ender hull with a flared bow and a similar seal flipper fin. At the same club Dick Priest later designed the heavier 22lb WITCHCRAFT, which won the prestigious Model Maker Trophy in 1954 and carried on winning championships into the next decade. This powerful design had flared bow sections, which made it more seaworthy when driven hard downwind under spinnaker than other leading, but lighter designs by Bertie Littlejohn, like the 20lb ELUSIVE & PLOVERS.

During the 1950s Guildford members' activity and enthusiasm declined until there were very few taking part in club races and only 6 members attended the AGM in 1960. Winding up the club was discussed, but was not carried out in the hope that new members might bring it back to life. The club was at its lowest ebb and no racing took place from then until 1965, when a remarkable man, Ray Blick restored activity and inspired the existing club member George Jones and new members, Gordon Austin & Fred Shepherd to take part in interclub events as well as just club events. Ray's first task was to buy old Marbleheads that were gathering dust in various local clubhouses. He was an Olympic canoeist in Melbourne & Rome and very competitive, but was also a skilled craftsman, a silversmith and a GRP moulder and soon put these boats back into commission. This



was a masterstroke because within a very short time and for very little outlay more than half-a-dozen enthusiasts were sailing and because the boats were all of a similar age, they gave good racing. The same could apply today!

At this point Roger Stollery, who had won the 1964 Marblehead Nationals with his bulb keeled 19 lb design BRANDYSNAP, then as a member of the Hove & Brighton, gave a talk to the club in his university vocation, about “racing, including the design and development of Marbleheads”. Collaboration between these two led to some innovative design and construction in GRP, which improved the competitiveness of the Club’s fleet. Starting with the trio of Roger’s Alice in Wonderland designs with the same bow and stern transoms, but different beams and displacements, Ray made lots of beautiful mouldings of the 20lb MARCH HARE, 19lb narrow WHITE RABBIT and 16lb wide MAD HATTER, that were easy & inexpensive for members to glue together and fit out.

At the 1968 National Marblehead championship at Hove, Fred & Roger tied for first place and after two resails, Fred with the MARCH HARE in a working rig beat MAD HATTER in a taller rig by the smallest of margins.

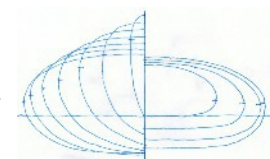
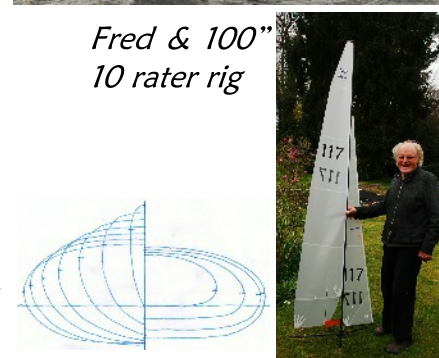
Bulb keels and experimentation with different combinations of ballast, fin, bow foils and rigs on Fred Shepherd’s BLACK RABBIT allowed displacements to drop dramatically. Most significant was Fred’s 100 inch rig, some 15 inches higher than the then progressive 85 inch rigs developed at the Clapham club by Chris Dicks & co. Fred’s rig only lasted for one light weather M&S District Championship at Hove, where it was devastatingly quick and was immediately banned by the MYA Council. It was Fred’s idea that forced MYA & later IMYRU to restrict the Marblehead mainsail hoist to 85 inches (2160 mm), which is still the current rule.

This was an exciting era with Fred & Roger developing their design ideas, whilst the latter was still at Newcastle University and Fred was building their 13 lb ZAZA/HECTOR design late in 1969. This was a lighter version of the MARCH HARE with a 10 inch beam and with which Roger won the 1971 National Championship with HECTOR at Gosport to set a 11 year record for the lightest winner. So within a five year period, displacement dropped from an average of 22lbs to 13lbs.

Development of deep narrow fins at the Birkenhead club, by Colin Jones & Tony Gill and a GRP revival, M4SIS, moulded off the 1948 double ender design FLOREANA by George Norsworthy, already mentioned, concentrated the UK design efforts to improve the performance of the Marblehead. After the National Championship at Fleetwood in 1970, won by Walter Jones with the 18 lb M4SIS, and thinking ahead to the Marblehead World Championship in 1975, Roger went for a more conservative narrow concept at 16lb. He



*Fred & 100”
10 rater rig*



developed construction techniques and a shape that would handle the big waves when pressed hard downwind at the leeward end of the Fleetwood Lake. Inspiration for the shape came from Derek Priestley, who when racing during the 'A' class week was halted in 1973 for safety reasons, because it was too windy and dangerous at the leeward end, took out Chris Dicks's PTERODACTYL design 'Sir Prancelot' just for some fun. With a big spinnaker set downwind it went at a fantastic speed with loads of spray under full control until it hit the big waves in the middle of the lake, which came over the flat deck and slowed the boat until it broached. The tall flared bow and rounded deck of BLOODAXE, the joint between deck and hull at the waterline, the narrow fin and skeg moulded into the hull with an aluminium bar to support the lead ballast proved very successful winning both the 1974 and 1975 Nationals and later that year winning the World Marblehead Championship at Fleetwood with a record score of 205/220! Roger beat Alex Austin's BLOODAXE scoring 192/220 and probably the best vane sailor in the world, Chris Dicks sailing his ILLUSION design. American enthusiast from Marblehead, Stan Goodwin sailing an ARROW design finished near the bottom of the fleet after struggling with the strong winds and waves. This event was a culmination of the development of free sailing Marbleheads, with design progress being concentrated on developing radio versions.

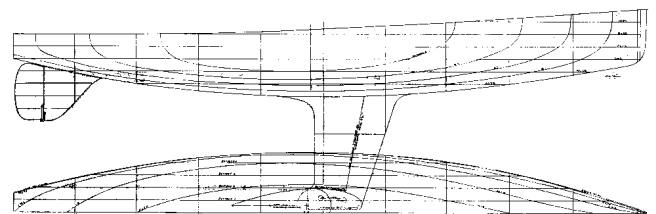


Whilst still moulding GRP boats for Guildford members in the late 1960s, Ray wanted a boat for his daughter and purchased another dust covered boat. RIP TIDE was a 1949 design by US West Coast designer Ted Houk, who had already influenced the design of SUN-KISS by his HUMPTULIPS design. By the 1970s RIP TIDE

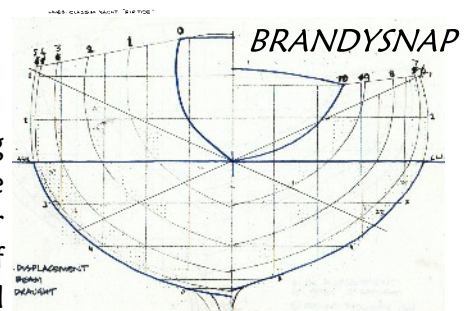
was regarded as the pinnacle of US design of the free-sailing era of Marbleheads at a time when radio control racing was just getting going there. It was a nice-looking boat with dimensions very similar to BRANDYSNAP, which was the starting point for the UK's front line free sailing Marblehead development.



RIP TIDE



The Guildford Club continued to flourish, with a membership varying between 20 and 35. An enthusiastic membership core gave their time and many different skills to ensure its longevity, by seeking better forms of design, building and racing of yachts, the organisation of open racing and other big events by innovating whenever the need arose. The desire to improve has allowed eight members to become National Champions and a few to become European and World Champions.



During the early 1970s, cheap, light reliable radio equipment became available from Japan and radio yachting spread into the smaller classes after having previously been restricted to heavy displacement 'A' class boats, which could carry the heavy valve orientated radio gear and batteries. In 1973 Roger put forward a proposal to MYA Council



for Guildford to run the first Radio Marblehead National Championship at the Elstead Moat in 1974. Chairman Frank Jennings' immediate response was "don't you think we should first approve the radio Marblehead as an MYA class?" Of course, this went ahead, but set problems for the Club that had not organised a big radio event before. The proposal to put six boats on the water was at once heavily criticised by radio control experts who believed that this would not work! It was successful and used the 'perfect schedule system' where each competitor sailed every other skipper at least once in the event. There were 26 entries sailing and for some competitors there were very long gaps between their races. John Cleave, who finished 3rd with a 20lb German GIBLI design took that time to watch a film in a nearby Farnham cinema! The Club was linked with the US at this championship by Bob Jeffries sailing a production US 18lb SOLING one design radio Marblehead into 6th place. At the end of the championship a special race was organised for American visitor Mike Flinsch, who challenged the top 3 with a popular US 18lb BOOMER design. However, it did not perform well and the UK champion David Waugh, sailing his own 15lb CABRIOLE design won quite easily. Whilst David's was the lightest boat in this race, Norman Hatfield's 4th placed DUCK was the heaviest at 24lb.

Was this the first RM international event?

The need to develop different forms of organising radio racing also became evident. Too many boats were entering one day open events to give good racing using the 'perfect schedule' which limited the maximum entry to 31 boats and heat racing was developed in 1978 to give more sailing, flexibility, bigger heats and better racing. Roger developed a system where boats stayed on the water to minimise time between heats putting the boats on and off the water, whilst up north Dave Hollom was already using a simple heat system, where 2 boats went up and 2 boats came down from each heat.

Radio yachting opened up a huge potential and Guildford encouraged new enthusiasts to come from some distance to our club races at Elstead Moat and also helped them to set up their own clubs closer to home. Norman & Margaret Curtis were the leading lights that started the Woodley MYC, now at Reading SC.



Radio racing allowed many more suitable lakes to be considered and the Club moved to HTH at Willow Park, Ash in 1976 to find a more open sailing water.

Further developments flowed from this new form of sailing because the draught had been limited previously by the shallow edge of the majority of model yachting lakes, so now keels got deeper and displacement dropped once again. Also, there were more developments on rigs and as Roger was used to setting a spinnaker to plane fast downwind, he found that just using a goose winged jib wasn't satisfactory enough. He continued



THE PERFECT SCHEDULE?

Top competitor and designer, Roger Stollery, presents proposals for making better use of sailing time at yacht regattas.

It is a common complaint that a regatta is a waste of time and money. The time spent on the water is too short and the time spent on the shore is too long. The time spent on the water is too short because the boats are not racing long enough. The time spent on the shore is too long because the boats are not racing long enough. The time spent on the water is too short because the boats are not racing long enough. The time spent on the shore is too long because the boats are not racing long enough.

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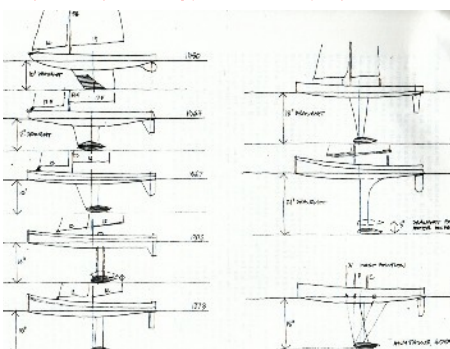
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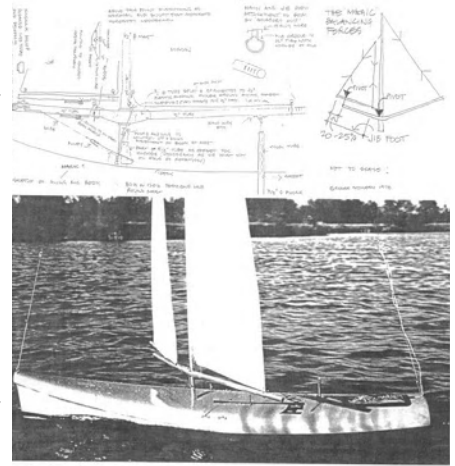
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*Initial ideas for a 'heat' system, getting more sailing time, more fun for skippers and race team was first tried at the first Mermaid Trophy event in 1979 and several years after.



his striving for a better offwind performance and tried una rigs, which had control problems downwind gybing when under pressure. In the first big International event for radio Marbleheads Gosport in 1975, sometimes regarded as the first World Championship, Norman Curtis with his una rigged BLOODAXE finished 3rd behind the now well-known international rules expert, Canadian John Ball sailing a PTERODACTYL.



In 1978 Roger developed the Swing Rig on his PICKAXE Marblehead design. Although not initially giving an outstanding performance gain offwind, because of the rather thick and badly shaped keel on that design, the Swing Rig did not catch on until Graham Bantock produced a series of pre-tensioned Swing Rigs & sails in 1983. This became the simplest way of setting two sails, which is most efficient as well as being quick and easy to rig and to change rigs and the idea quickly spread all over the world. Now there are not many Marbleheads without a swing rig.

1978
 significant rigs: Mark 1 soon discarded kicking strap as unnecessary and jib horse, which couldn't properly control leech tension variation. The jib boom offset pivot unlocked the 'magic' of the balance of forces that still applies today!

Another problem arose at Club level, where the top skippers sailed very much better than those just joining the sport, as there is so much to learn. In order not to discourage the less good skipper, Don Fowler devised a handicap system in 1980, in which club events were sailed and scored in the normal way, but the handicap results were determined by how well skippers performed against their handicap, which was set naturally by previous events. It has proved to be so good that in 20 years, 57 different members have won the best club trophies. See our website www.guildformyc.co.uk for details.



On the developing international scene UK designers, builders and sailors were dominating the competition. Model aircraft builder Squire Kay designed and produced some very good GRP hulls, whilst Barry Jackson (58) from Ashton under Lyne, also a model aircraft man, made a fantastically good and very reliable winch using a standard Futaba servo, allowing him to become the first Radio Marblehead World Champion in 1978 in South Africa with Squire's SEAHORSE design. Barry repeated this again in 1982 in Dunkirk with the same boat that weighed 16.3lb with 10.5lb of ballast and 18" draft. Some of Barry's much loved winches are still working in 2022! In South Africa the event the organisers used a novel form of 'boat rack', which was very green!



Later in the 1980s new materials were becoming available for reinforcing hull mouldings. Kevlar and carbon replaced glass fibre reinforcement, but Kevlar is a difficult material from which to cut out the necessary reinforcement panels. Carbon, on the other hand, is a simply marvellous material that is easy to cut & mould and produced very light, stiff hulls. Kevlar reinforcement helped saved weight in Roger's AXIS design, ALEXIS, with which Alex won the 1983 European Vane Championship in Holland, but it wasn't an easy moulding.



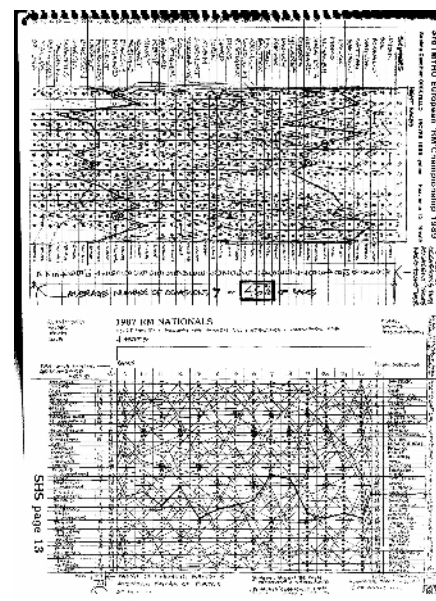
Development continued pursuing the desire for lightness that was to revolutionise design for all classes within the next few years. The first all-carbon Ms came from Roger's workshop in 1985 with deep moulded fins and lighter ballasts. He shared the experience with ace moulder, Ian Cole, who then went on to become part of Graham Bantock's SAILSetc team and mould a whole range of hulls gradually developing Graham's designs with this new material. Pultruded carbon tubes also improved spar stiffness, making rigs lighter and ideal for cantilevered Swing Rigs that as a result of the improved stiffness needed no standing rigging.



Above, the winning French boat Rajah by Pierre Jahan pictured in Race 24, Fleet A by Mike Kemp's camera. Hull is epoxy/glass/carbon fibre; carbon fibre mast and Mylar sail material.

This was an exciting time with lots of new lightweight designs concentrating on performing well at Fleetwood for the 1986 World Marblehead Championship. Although Graham led with his NO SECRET for most of the week, it was dominated in the strong winds on the last two days the French team of Jahan, Lucas, and Venot with their powerful beautifully engineered timber boats all displacing around 5.8 kg.

The Club continued to refine its 'fair' heat racing systems, in collaboration with Ian Taylor. Guildford ran the 1987 MYA National Championship, which attracted 47 entries, this time using the Stollery Heat System, which Roger was developing. This form of fair heat racing was helped by Ian using his computer to run lots of virtual races to test the fairness of different racing systems and at this event recording the scores.



1987 was an important year for the American development of the Marblehead, as at the European Marblehead Championship in the Netherlands, Jon Emaleh, a specialist light wind sailor from Central Park, New York, brought these wind conditions with him to Den Bosch to win this event in a flat country renowned for stronger winds powering their traditional windmills. His design PINTER was a lightweight at 4.8 kg, which was ideally suited to these light conditions beating one of Europe's top boats, Janus Walicki's 5.5kg SKALPEL into 2nd place.



In the late 1980's the Club moved to a larger lake in Coleford Bridge Road, after problems with the landlord and conflict with fishermen and windsurfers at HTH in Ash. The Club ran the 1984 radio 36" National Championship there and saw a new Guildford star, 10-year-old Peter Stollery, become the youngest to win an MYA national championship. However this new lake developed a problem with weed and water-skiers and in 1993 the Club moved again to the even larger Abbey Meads Lake opposite Thorpe Park, Chertsey, as the sole user, where there were no such conflicts.



IMYRU chairman, Norman Hatfield, Roger and John Cleave persuaded the IYRU to permit the bringing together IMYRU and rival model yachting organisation NAVIGA, with countries behind the

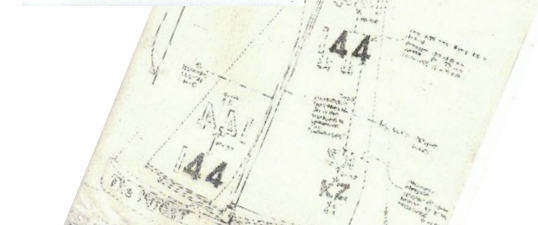
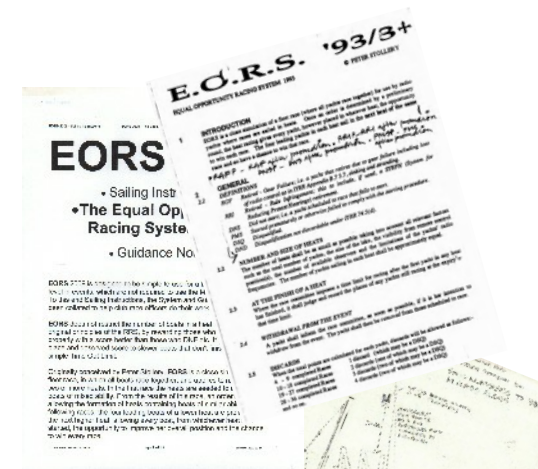
Iron Curtain for a joint regatta in Berlin in 1988. The idea was to work together to eventually have a worldwide set of international class and sailing rules. This World Championship was very successful with Marbleheads coming from Russia and China (by train!) and creating new friendships in many other countries. The event kicked off with a Junior Marblehead Championship, which was won by Peter Stollery sailing his 6 kg FRIZBEE with the Brazilian Astbury twins in 2nd and 3rd places, ahead of a much tutored Russian, Anton Bondarenko. Janus Walicki won this Marblehead World Championship with his SKALPEL with Graham Bantock's NO SECRET in 2nd place.

In the meantime, Ian Taylor was now able to test all the various systems on his computer against results from big championships. Fairness was determined by the experience that the best racing is between competitors of a similar standard irrespective of where they are sailing within the fleet. He helped to develop Roger's 'Stollery Heat System', where no one is promoted from a heat without first proving themselves better than those that they are replacing. Inspiration came to Peter Stollery, after critical comments were made by Chris Dicks after a trial at the 1992 MYA Marblehead Championship at Fleetwood and EORS, the Equal Opportunity Racing System, was born. It was soon regarded as the best and fairest system for organising heat racing. With its simple sailing instructions and guidance notes built into the system, it was very easy to use at club open meetings. This was then renamed the MYA Heat Management System and is now used all over the world for big international events.

1992 was an important year as it marked a change from random jib numbers allocated before every event to standard sail numbering based on the last 2 digits of the registration number. Club member, David Coode generated this idea, so that there were no new numbers to be made by the competitor at every event and permanent 100 mm high numbers on both jib and mainsail became very readable at distant marks. Soon after this David was based in Surabaya, the 2nd biggest city in Indonesia, working as an engineer for harbour works. He became the Club newsletter editor converting handwritten information into a really good typed newsletter. He also helped the MYA by producing the annual MYA League results.

The Club's publicity was also helped throughout this period from the 1970s onwards by Vic Smeed, ace model designer, who became a member. He was editor of the Model Boats magazine and some members and their Marbleheads appeared on the front cover on several issues as well as supportive articles on controversial issues. Vic's best-known Marblehead design was the GENIE, a simple plywood chine boat that helped many DIY builders to join the class.

1992 brought together the European development of Marbleheads to New York to compete against the best from that side of the Pond. The 8th World Marblehead Championship was sailed on Salisbury Lake in Eisenhower Park on Long Island, which was surrounded by trees, not unlike Guildford's Elstead Moat. Indeed to prepare for this



Peter & Roger practised with their new very narrow 5kg ROAR EDGES on the Moat to explore the best way to approach a windward mark with a variable wind swirling through and over the trees - stay close to the rhum line! This paid off at the World's with 5 and 1 wins respectively from 23 races. With John Cleave winning one of the other races with the 3rd ROAR EDGE, it was regarded as the best design there, but Peter (39) was only consistent enough to finish in 4th place to the best American skipper Jon Emaleh (147) in 3rd, New Zealander, Robert Wattam 2nd & Graham Bantock at last became the World Champion with his new PARADOX. He had been struggling during the UK season, which happened to be a very strong wind season, but Guildford's Roy Pearson cut a mould for a new design of fin with his CNC machine, which made a fantastic difference to Graham's performance and helped him to win the top event.



The following year, 1993 Chris Dicks sailing his 5 kg MAGICK 3 design won the European Marblehead Championship at Fleetwood, as well as his engineering firm Watermans helping to sponsor the event.



At the next World Championship in South Africa in 1994 Paul Tickner was Guildford's representative and

finished in a creditable 8th place. Design development didn't change much, except that Dave Creed's narrow STARK design came on the scene and was later developed into a series of STARKERS variations, which are still very competitive in 2022. The 1996 Worlds was sailed in Melbourne Australia on Albert Park Lake around which the Australian Formula One Grand Prix is raced and again Graham retained his title with his PARADOX with Peter's ROAR EDGE again 4th. The lightest boat sailing was a Canadian Bob Sterne design at 4.2 kg and in the stronger breezes it could not compete with the top boats. New Zealander, Geoff Smale's boat (05) had an interesting fin profile and system for adjusting the mainsail leech tension, which in the rapidly changing wind strengths proved necessary on Albert Park Lake.



A big change was afoot for the 1998 World Championship held in the southern suburb of Paris at Viry Chatillon in July. Normally at this lake there is no sailing in July because of the lack of wind and lots of very special lightweight 'A' rigs were created by Remi Bres for these conditions. However, they weren't needed! Janus Walicki had not been happy with his performance in Australia and redesigned his SKALPEL very much lighter, but with a very deep keel of about 680 mm draft to keep it competitive in the full range of winds. It was very quick at this championship, but not quick enough to beat Graham Bantock's RAD that beat him into 2nd place at this championship, which was in fact sailed in moderate to strong winds.



winds. Roger recorded the first breaking of a carbon mast on his C2 rig in one of the very strong gusts! As well as the racing competitors enjoyed the Bastille Day celebrations with fantastic fireworks and also joined the French crowd in a local school enjoying France win the football World Cup! There was not much sleep for the UK campers because of the noise from car horns racing up and down the streets, which appeared to go on all night!



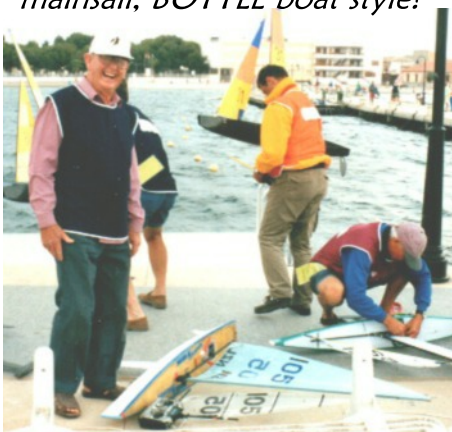
Soon after this championship IMYRU, then known as ISAF-RSD decided to limit the draft on Marbleheads and 10 raters to 700 mm, which was a mistake as something slightly shorter than 680mm would have been appropriate to cover most then current design's draft with just a few deep fins to be shortened. Instead the limit became the target to design to, especially when championships were to be held in strong wind conditions. It limited some venues and made launching at the edges of some lakes more difficult. Also made Marbleheads become more expensive, with top skippers opting for more than one keel, which has not helped the classes' publicity.



At the start of the new Millennium the optimism was saddened by the news that Chris Dicks had died suddenly at the age of 57. Not only was he a brilliant designer and sailor, but he also made a big contribution to the MYA and the Marblehead, by being the registrar many years. He was one of the best MYA Chairmen, as he had no agenda, always letting Council members make up their own mind on important decisions. He was also a member of Guildford and lent a hand cutting the willows and other stuff from the north end of the Abbey Meads Lake, when we were moved because the Water Board were laying a 600 mm diameter water main along the edge of the western bank. His greatest skill in design development was to see a new design idea, often one of Roger's and just make it that little bit better and so more successful. Today everyone uses one of the ideas that he brought back from the 2nd World Marblehead Championship sailed in very light airs in Ottawa in 1980. This was jib boom topping lift, which allows the tension in the forestay to control the leech tension using an offset pivot on the boom. This took over from deck mounted kicking straps that had previously been used to control jib leech tension.



Geoff Smale with his rig-bag mainsail, BOTTLE boat style!



Mario Jorini's ASTRA



At the time of the 2000 Marblehead World Championship on the Mar Menor in Spain it was incorrectly thought that all competitive boats had to be made of carbon. However the Mario Jorini built a beautiful wooden Graham Bantock ASTRA design and finished 4th in this very competitive event, which was won by Spain's Guillermo Beltri sailing a SKALPEL. Roger's just launched new CRAZY TUBE design needed more preparation time with Peter off the pace in 5th place.



In 2002 the Club celebrated its 70th Anniversary with two big events. Early in the year Guildford organised a Euro Grand Prix event, which attracted a lot of competitors from overseas, wanting to test their boats and practice for the 2002 World Championship in September in Ravenna, Italy. Our race team had an international flavour too, as Gordon Davies, who was living in France offered his services for observing and acting as part of the jury if any protests needed a hearing. He was then training to be an



GMYC 70th birthday celebration 2002 - Vic Smeed on far right

International Judge and has since officiated at many big World and International events and has become the Racing Chairman of IRSA and one of the co-authors of the Radio Sailing Call Book.



In midsummer we organised a big club get together of all our many members and ex-members for a beautiful sunny day and lots of fun sailing and a magnificent cake for a party at Abbey Meads Lake.

Several Guildford members supported the World Championship in 2002 in Ravenna, Italy, with the 2000 champion Guillermo Beltri sailing a SKALPEL. retaining his title with Peter finishing 4th yet again. He was unlucky not to win, after suffering a crucial poor official judgement, hailed for a similar boat's incident.



More change was on the way for the class with the introduction of ISAF's Equipment Rules of Sailing (ERS). This provided like a dictionary definition of terms that could be used in creating class rules, without having to repeat the definition in the rule. One unfortunate ruling was that responsibility for appointing Official Measurers of our International classes could no longer be delegated from the national authority, as had been the case previously.



This created a problem for the MYA, but fortunately MYA Council contained two Guildford members, Peter who as Vice and then Chairman & Roger as Technical Officer were able to negotiate with the RYA to allow the MYA's Official Measurers to be delegated to the MYA from 2003. At that time the Chairman's objective was to bring the MYA into the digital age, which he succeeded in doing with the help of Richard Rowan by the end of his term in 2012.

Guildford Club members contributions included: negotiation with IOMICA joining the international body, with the Tech Team the creation in 2005 of an IOM measurement C-section checklist to help stamp out cheating, new buddied umpire/observer rules to ensure fair on-the-water judgement generated for the 2006 Marblehead Worlds, helping to create and set up the Footy class in 2005 with enthusiasts from the USA & New Zealand to encourage the young, leading the event team to set up the 2011 World IOM Championship at West Kirby, organising the MYA Centenary regatta at the Round Pond Kensington in that year and with the Tech Team changing IOM measurement form rules with IOMICA to minimise the registrar's massive paperwork storage problem & simplify the measurement procedure.

Not only did Peter mastermind a brilliant IOM World Championship, but he also became World Champion himself for the first time, after a tight battle with Brad Gibson in the very last race.

Design wise at the 2006 Marblehead World Championship, Martin Roberts 5 kg pink STARKERS showed the ability of Dave Creed's design with a maximum 700 mm depth fin and 3.4 kg lead, which dominated in the strong winds at Fleetwood. The buddied umpire/observer idea was very successful at Fleetwood, with only one protest that went to a hearing. This has since been developed and is part of the IRSA conditions for the running of big international events and preventing protests holding up the racing.

The Guildford club were concerned about the lack of support for Marblehead racing and in 2010 created a series of open/interclub events based on the successful 'A' class PRACC series. Mark Mortimore thought of a good name for the series, Guildford Administered Marblehead Event Series, which becomes the mnemonic GAMES, which helps to suggest that racing is fun, which of course it is. This series brings together the traditionally held interclub events, together with club open and district events to form a series that is organised



GAMES for Marbleheads

GAMES is a series of Interclub Marblehead events to encourage you to get more from these fantastic boats, both at home & away, racing against sailors like you. Oh 'GAMES' dear, as club can run an *in* Interclub and join in GAMES on their water.

Chipstead	15 January	GAMES 1 - MGS District Interclub 1
3 Rivers	27 February	GAMES 2 - MGS District Interclub 2
Earleigh	27 March	GAMES 3 - MGS District Interclub 3
Norwich	02 April	GAMES 4 - Wilttingham Cup
Lincoln	9 April	GAMES 5 - MD MICS 1 Interclub
Guildford	7 May	GAMES 6 - MGS District Championship
Lincoln	14 May	GAMES 7 - MD MICS 2 Interclub
Guildford	21 May	GAMES 8 - Mermald & 90th. M das ANNIVERSARY
Maror Park	12 June	GAMES 9 - MD MICS 3 Interclub
Maror Park	11 September	GAMES 10 - MD MICS 4 Interclub
Broads	16 October	GAMES 11 - Broadlands Trophy
3 Rivers	13 November	GAMES 12 - Stan Cleal Trophy
Guildford	10 December	GAMES 13 - Brass Workey

Go to Marblehead NEWS & GAMES results from
Guildford Model Yacht Club

www.guildfordmyc.co.uk

by Guildford club secretary Roger to provide roughly one event per month throughout the year. Originally it included ranking events, but MYA stopped this, which is a shame, as to have a complete list of open Marblehead events would be beneficial to the support of the class. As it is, more sailors take part in GAMES events than in ranking events and it is those skippers at club level that gives the Marblehead its vital support.

Whilst GAMES did provide more support at these events, at Club level support dwindled during the 2 years of pandemic when there was very little or no sailing permitted at times. Members lost interest, found some other interests, or were too scared to turn out. The Club were almost at the same low point as in the late 1950s and some action had taken to restore our Club membership level. We chose to adopt the one design DF 95 class, which was becoming popular and where our adjacent club at Hampton Court had a fleet, which might be able to contribute to our Club racing. The decision was to use the Wednesdays, previously used for Workshop on Water etc for regular DF sailing and to maintain the Marblehead club events on Saturdays.

In the autumn of 2021 the Club decided to set up a 6 event series on alternate Wednesday mornings so that there might be some incentive to support regular Club sailing, with a beautiful French perpetual trophy for the series winner. 10 competitors took part whilst the average turnout was 5, with 5 competitors new to sailing at Abbey Meads. As we regarded this as a success we are now running 3 separate series in 2022 and at the end of the Wednesday Spring Series, there were similar set of figures in the results. However since then and the very successful running the DF 95 Open for the Ash Trophy, at least one new competitor from Hampton Court wants to be added to the list. One advantage of racing DF 95s is that it gives Roger the opportunity of racing his BOTTLE boat in these Wednesday series. The specifications for both classes are very similar with the only real difference being that the BOTTLE boat only has a waterline length of 72 cm rather than 95 cm. As Roger has refurbished several that have been donated to the club, they should form a less expensive way of joining in with the racing and are immediately available. The opportunity to start like this will let new competitors see the quality of the DF 95 and purchase one to join in the racing. Hopefully, the introduction of the smaller classes may encourage them to purchase a pre-loved Marblehead which are ridiculously good value at about the same price as a DF 95 with a fully equipped sail bag of 4 rigs.

The Marblehead club events have not been so successful and two have had to be abandoned through lack of entries, but it is hoped that the set of circumstances which prevented our members entering will not be a permanent state of affairs. Today, Marbleheads still give superb performance, incredibly good competition and are very good value for money because, since the early 1990s, designs stay competitive for such a long time. We are fortunate that we still have model makers in the club who can mould boats, keep costs down by making fittings and rig them and this will remain an advantage to keeping the club going in the future. See also the UPROAR mould hire on page 21.



If the Marblehead Class is to have a future then the philosophy needs to change back towards its simple beginnings, by at least removing the ridiculous rules allowing 6 rigs when a maximum 3 or 4 are adequate. to cover all wind strengths. There were just 6 Marblehead Class Rule pages covering the rules in 1956, with 9 basic parameters like length & sail area et cetera, whereas now pages 28 pages in 2 documents are too complicated, imposing restrictions that are in many cases not welcome and now not helping the class compete with a market full of less expensive one designs with no design or construction interest. The latter has allowed many minds to think about how to improve this class and made many steps forward in the last 90 years.

This season during May 2022 an awful lot of work has had to be done by just a few Club committee members to run 3 open events and make preparations for this 90th Anniversary, including hiring our friendly Polish gardeners who helped to clear the banks of the willows and brambles et cetera, it has been a lot of hard work for the few. There is not a single thing worth having without working hard and striving to get it, so whilst the current members are fit enough and we get enough support from membership, we will continue to keep this club going to enjoy the pleasure of sailing at Abbey Meads.

At the other end of the age range Peter's 12 year old son Oliver has taken part in M, IOM, BOTTLE boat & Footy radio racing as well as free sailing with the famous CLOCKWORK ORANGE 'A' boat in the Nationals last year & 36 inch Nationals in 2022, so he is also becoming handy with vane gear & spinnakers, which bodes well for the future of our sport.

Roger Stollery 2022-05-26

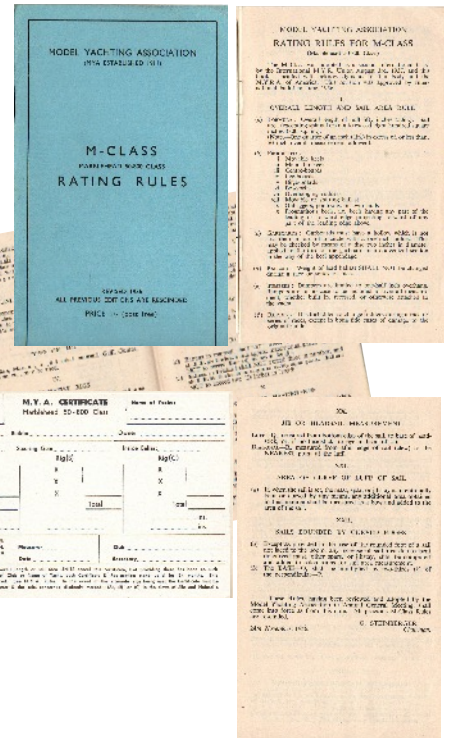
ADDENDUM

This history is a brief glimpse of Guildford Model Yacht Club, but it is Roger's personal view taken from the experience of being part of this club for 58 years and a lifetime experience of sailing. However, he may have missed some important points of this history.

On the next pages will be a random selection of things in perhaps more detail with photos of things associated with Roger's own and members' work, but not necessarily part of the M class/GMYC history.

In addition there will be a review of the current Marblehead designs that feature at the top of the results in the UK.

In 2021 Roger contributed to a history of the Waldringfield Sailing Club 'designers' as part of a contribution to their Centenary Book. After covering 11 of the 12 designers, he had to cover his own contribution to design development, which covers over a dozen different classes, both model and full size, so only the development of design within the Marblehead class was covered in a way that would hopefully not bore readers. This page appears again here on page 22. It is basically without words and shows the cross sections and displacements of Marbleheads that Roger has designed over the last 60 years that have made a significant step forward by their design.



Stronger and lighter materials have helped to reduce displacements and result in a fantastic improvement in speed, so that they really are 'Marvellous Marbleheads!

On page 23 is a story about the BOTTLE boat, which was just a 1990s idea to design something that would sail well and be far less expensive than the then starter IOM boat, which at the time was over £2000 to purchase complete. It perhaps sounds a ridiculous idea to think that a couple of 2 litre fizzy drink bottles powered by polythene bags could perform well, if at all. However the experience of doing this was very interesting, as this one design does perform extremely well. The simply moulded carbon fibre central hull/fin section contains all the structural parts and radio control gear. Integral with the hull part is the carbon fibre fin and bulb, which provides the stability with the with the top of the fin moulded into the deck to support a simple swing rig without any standing rigging and provides a very efficient driving force that had been developed on the Marbleheads.

The experience that came back to Marblehead development and in particular the inspiration for the CRAZY TUBE, was the amazing BOTTLE boat performance to windward when well heeled. Although it has quite a large rocker to create the displacement of 2 kg, on a 72 cm waterline, when it heels that rocker changes into more of a straight line as the BOTTLE boat is more or less parallel sided on plan and the waterline length becomes longer as a result.

New technology had to be created for the smaller scale and the very simple Powerlever sheeting system, based on a standard 5kg/cm torque servo provides enough power to pull in 600 in² of sail on the Swing Rig and this design is the choice for many Footy class designs.

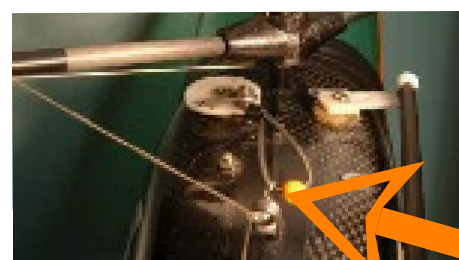
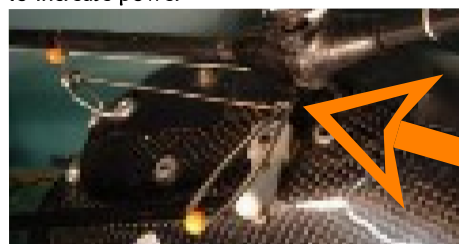
Guildford members have contributed to the design and construction of several trophies for clubs, classes and the MYA and a few examples are shown adjacent designed and turned mainly by the Roger/Fred Shepherd collaboration.

At Abbey Meads Lake, which has steep sloping sides, The Club have always needed launching platforms projecting from the bottom of the bank from which to launch our deep drafted Marbleheads. Over the last few years these timber platforms have been attacked and damaged by the local vandals. In 2020 we decided on a different tack by designing & building a removable landing stage that could be stored and locked up in our 8 foot cube container/clubhouse. Two Youngmans' 450 mm wide platforms, that you might use in a temporary access tower situation, are bolted together with 2 of Roger's specially carbon/Kevlar/glass moulded fittings to take aluminium scaffold pole supports, added on the 2 outer corners.

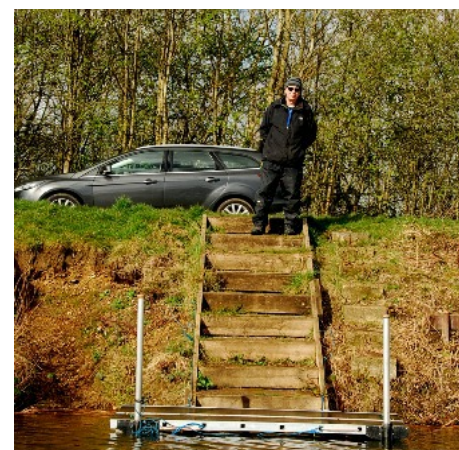
So that part of this document might be useful to anyone who has to attach the mainsail to the mast, there is a guide on the back cover showing how to make sail ties in a very simple adjustable way.



Sheet in - arrowed ring slides to centre of servo to increase power

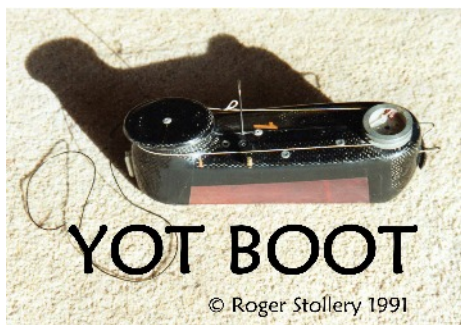


Sheet out - arrowed ring slides away from servo to provide the travel



As this history started showing the boats sailing in the early days of Guildford Model Yacht Club, the adjacent photo also taken at the Elstead Moat, shows one of the first 36" registered with the MYA in 1936 and compares it with Roger's Marblehead CRAZY TUBE design from the early 2000s. The 36" was originally Braine steered and had recently been beautifully refurbished. The new owner of 36" 184 *Jubilee* wanted to be able to sail it under radio. Fortunately it had an oval hatch just big enough to get your hand in to lift it with the handle inside. It was just the right size to be able to accept one of Roger's YOT BOOTS, which contains all the radio gear and this allowed her to go sailing without affecting its original appearance. Charles Smith informed Roger that *Jubilee* was likely to have been built by the original owner F.G Sparrow to the lines of Littlejohn's KITTIWAKE design.

Showing this picture at the Moat, reminded Roger that the inspiration for it's predecessor, the original YOT BRICK, came from watching Derek Priestley at the first M Nationals, trying to connect up his radio sheet line after a problem. Hunched awkwardly over his boat resting on a sandbank he counted the number of turns that the sheet had to go round the winch drum, just like as if he was putting magnetic tape in his tape recorder. As this was 1974 the move then was to have cassette tapes, so why not a cassette for the radio gear that could be removed easily and fiddled with separately from the boat? Or replace it with a spare? If it was a waterproof cassette then this inside a 'waterproof' hull would be the best protection for the delicate radio.



CURRENT MARBLEHEADS

For most of this history designs and designers have been mentioned briefly, but current Marbleheads have not been sufficiently covered in the period following the Millennium. So, the next 3 pages will show photos of some of the best boats and some explanatory text about these designers and builders. On this page the photos show Roger's delight in being able to sail at speed, which an give one of the most satisfying sailing experiences!



At the Millennium the top results were dominated by UK design with Graham Bantock as the most successful designer/buildersailor, winning the 2000 World Championship in Spain with his ROK design. A change in 2004 allowed Peter to win the National championship for a change with Roger's CRAZY TUBE design. In the World Championship in 2006, these boats to those designs were were competing for the first 4 places. However, in 5th place was a new face to international Marblehead sailing. Brad Gibson took part and stayed in the UK.



With a background of making sails for the Sydney Harbour skiffs his sails were superb and became in much demand. Being a designer/builder keen to improve on his performance, he set about investigating the UK designs and venues. Initially, he sailed Dave Creed's STARKERS design as this had just won that Championship.



Later that year Brad came down to Guildford with his STARKERS 32 to compete for the famous bronze Mermaid Trophy. He continued to be part of the Marblehead scene with that design, but also borrowed Peter's CRAZY TUBE to check on the opposition. At the time he was preparing for the IOM Worlds to be held at his local West Kirby venue. He tested various designs before finalising his BRITPOP design. He made 3 boats and the rest is history, as these took the first 3 places and firmly established him as the world's best designer. He continued to support the Marblehead by running the website as Marblehead class captain and gave lots of helpful advice about how to improve and update existing Marbleheads. Many hull designs that were produced in 1991 for the 1992 World Championship in New York and all of the designs afterwards are still competitive, but needed reviewing to update fins, rudders, rigs etc.



He demonstrated the success of this by winning a ranking race in 2019 using Graham Bantock's PARADOX against all the latest hull designs and gave hope to all those who thought that they had to have a new boat to succeed. Another example is Dave Creed's 1994 STARK design where the basic below water design remained the same, but Dave, in collaboration with those sailing the design, upgraded the bow freeboard and fin depths, construction techniques etc, which has kept the STARKERS design at the front of the fleet & so it still wins races.



Following on from his close relationship with James Edwards at Robot Yachts in the production of his BRITPOP, Brad developed his Marblehead design in a similar way and the first GRUNGE appeared in 2012. The production boats are beautifully made and the design was instantly a winner and judging by the percentage of GRUNGEs in recent events it is the most popular design; 13/29 at the 2022 National Championship.



Brad has won all the major events that he has entered including the World Marblehead Championships in 2012, 2014, 2016 & 2018 which were sailed in every variety of wind condition; he uses Swing Rig only on the A rig, and like the majority, sports cantilevered conventional rigs for the smaller sizes. Roger, on the other hand only uses Swing Rigs and has made progress since 2012 in stronger winds using offset pivot Swing Rigs.

The latter is not a new Idea and was first used by Christophe Boisnault in the early 1990s on his Marblehead. His 10 rater which finished 2nd in the 2018 World Championship also used this offset pivot Swing Rig rig. This allows a conventional proportion of jib to mainsail and makes construction and changing rigs easier by just having one mast hole for all rigs. It is generally thought that conventional rig is better in stronger winds, but these rigs do have a problem downwind, because with the pivot connection of the jib boom with the deck it brings the tack close to the water and as soon as this hits the water in waves or when pressed hard, broaching is likely.



The advantage of Swing Rig is that the jib is higher off the water and the boat can submerge without losing control and a photo of Peter's CRAZY TUBE demonstrates this.

Not all conventional rigs suffer as Janus Walicki's SKALPEL, where the jib boom is pivoted from the centre of the deck,

delays the time when the tack reaches the water, as shown above.

Roger's UP design, which was developed following the World Championship in Gouda to improve the light weather performance and is narrow with circular sections underwater, and takes a leaf out of the Footy design development with a dragging transom. The first version UPROAR uses the same construction as the 1991 ROAR EDGE with a protruding deck edge at the joint between hull and deck, making it very easy to mould. Roger's UPROAR moulds along with all the patterns & copious instructions are available for hire for reasonably competent DIY builders. Several have been built in the 3 Rivers club.

The current UP has rounded deck edges and an overlapping joint between deck and hull with no reverse curve in section. The slight extra volume in the bow sections has made the boat extremely seaworthy when pressed hard downwind. Fin development in collaboration with Dave Hollom & Dave Winder allowed Peter Stollery to remain top of UK ranking list in 2019, the last full year before pandemic prevented racing.

The Stollery 'A' Swing Rigs follows the original concept shown on the top of page 8, where the mast is fixed and the yard rotates about it. The rig is not prestressed and the forces in the jib simply balance those in the mainsail. In light airs the yard hangs below the PTFE stop with minimal friction. Adjusting the leech tensions is very simple with a single LAM lever controlling the tension in the forestay, which is all that is required using the travel on the transmitter trim to get the desired sail trim when sailing to windward. This automatically balanced system always gives the right relationship between jib and mainsail whatever the tension. Roger & Peter are still developing the offset pivot Swing Rigs details, but have already shown these to be very effective in stronger winds.

Of the entries to the 2022 Nationals mention should be made of Graham Bantock's QUARK design which is under constant development with fins et cetera, but most other current UK designs competing have been mentioned in this brief history.

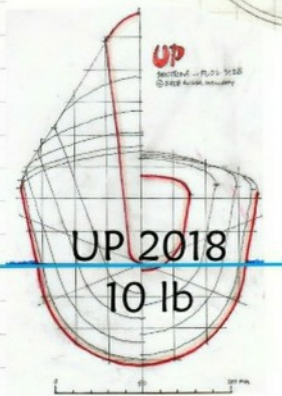
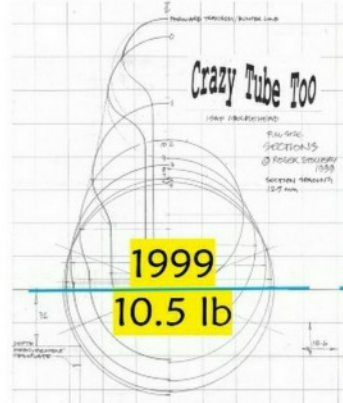
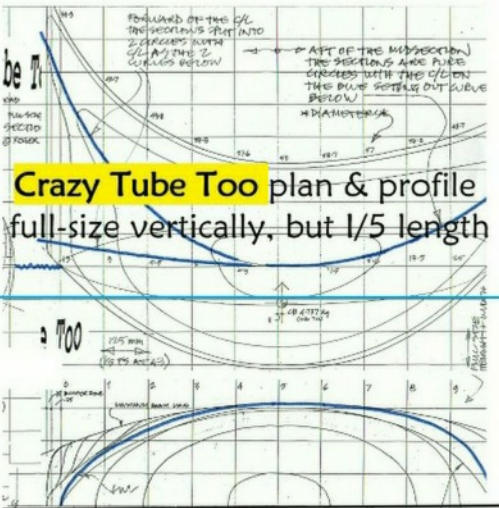
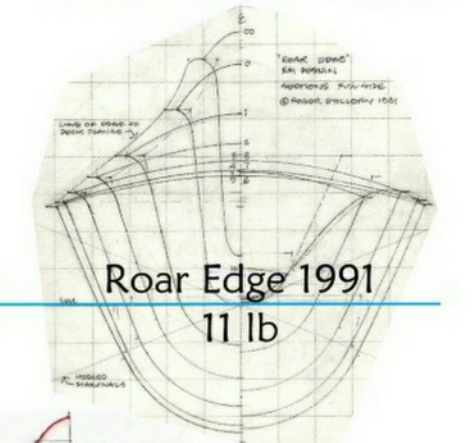
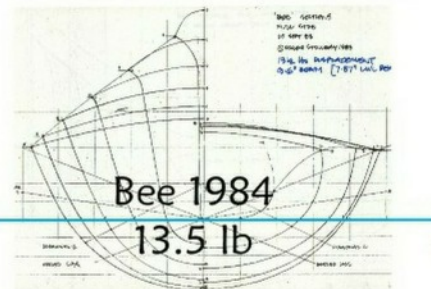
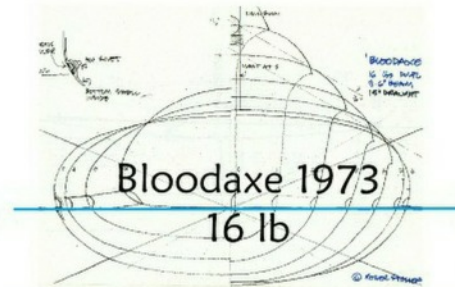
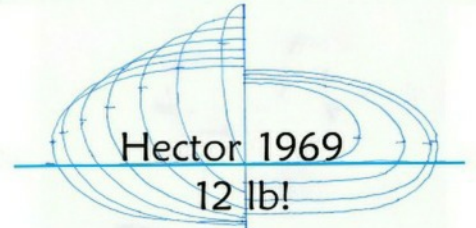
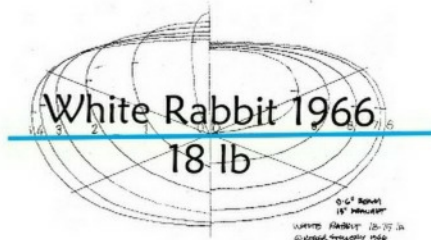
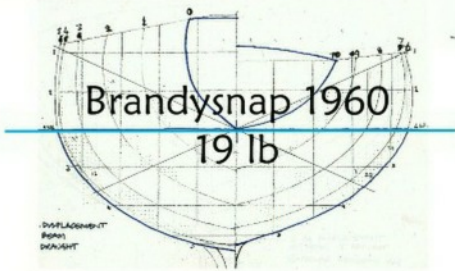
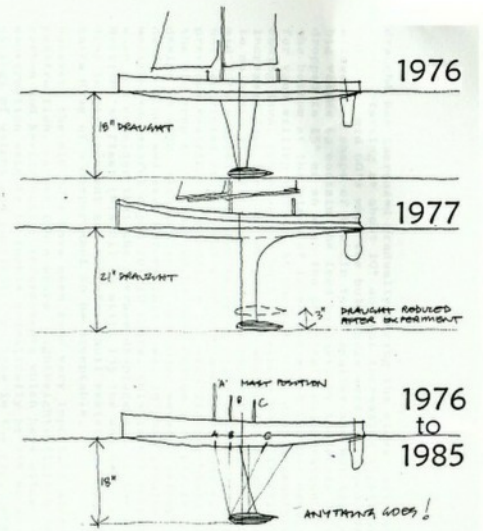
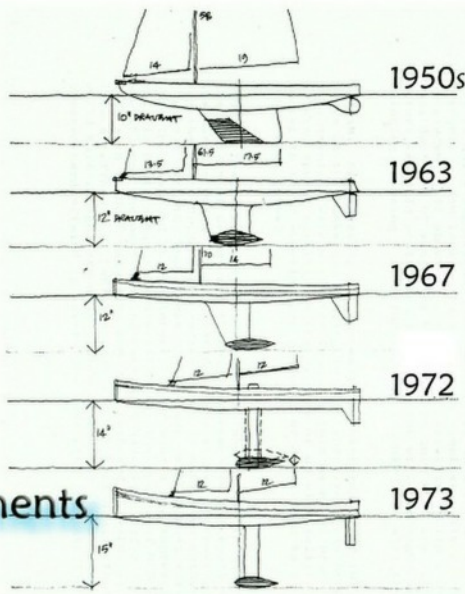
ACKNOWLEDGEMENTS

While most of the photographs are Roger's, the photographers of some of the older ones are not known and therefore cannot be accredited. The front and inside cover are part of the Levison Collection courtesy of David Bell. The early American photos and drawings are courtesy of the USVMYG 'History of the Marblehead Class'. Thanks go to Mike Kemp for his photographs from Model Boats Magazine. Thanks also to Barry Jackson for finding his photographs of the 1978 World Marblehead Championship. Thanks to the several photographers whose pictures appear in Chris Jackson's Model Yachting News. Thanks also go to Peter, Alex, Martin Roberts, Dave Creed, Mark Dicks, Gillian Pearson & Gordon Davies and Charles Smith for their help in preparing this history. Finally, thanks go to Susan Stollery for being so patient during the production & proof reading et cetera.

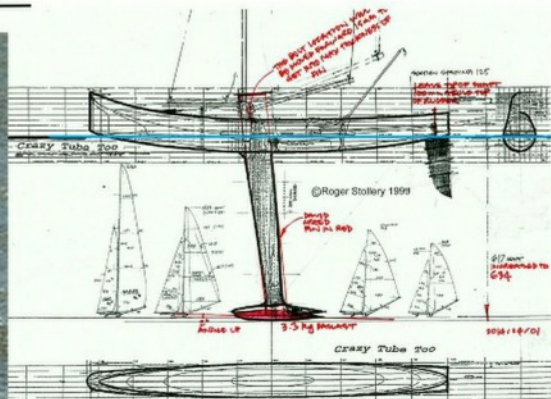




Marblehead Developments



© 2021 Roger Stollery





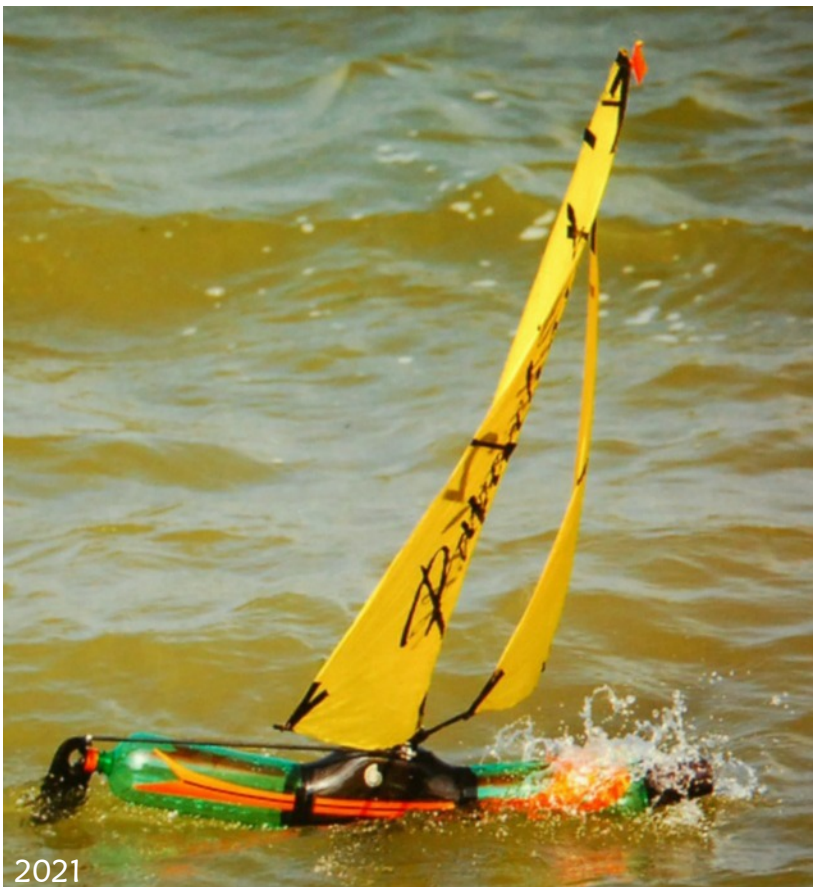
The BOTTLE boat

was selected by the Design Council as one of the most creative and innovative products for the new millennium.

The idea was to create an inexpensive radio sailing boat using recycled materials, conceived whilst washing up in Waldringfield! The design was produced in the late 1990s with hulls of 2L fizzy drink bottles & sails from recycled plastic bags. Roger knew nothing about Millennium Products until he read in Yachts & Yachting that the AeroRig had been granted an award. This was a surprise as the design was pre-1995 & not an original work, being a copy of Roger's MARBLEHEAD Swing Rig, which impressed Ian Howlett at a 1982 Project Acorn 12 metre trial. The Design Council was immediately contacted and the BOTTLE boat submission was successful, as it met all six criteria.

More important was that the boat had a fantastic performance, particularly when hard-pressed to windward & downwind, far better than ever expected from its unusual shape. It is very efficient at maintaining and actually increasing its length when it heels, as the curve of the 'rocker' becomes a much straighter shape on plan.

It immediately appealed to youngsters at Waldringfield and the Championships, which started in 2002 became a popular event for the club as both young and old could compete on an equal footing comparing their sailing skills, as well as having great fun. At Guildford has provided a boat for newcomers to try and introduce many to radio sailing. Being a DIY boject, Roger has given many talks and demonstrations of how simple it is to mould one at the Winter Friday series run until 2020, when the pandemic because these to cease. The BOTTLE boat created new technology as well as being just a bit of fun and also helped to further Roger's MARBLEHEAD design developments with his circular sectioned Championship winning Crazy Tube Too design, illustrated opposite.



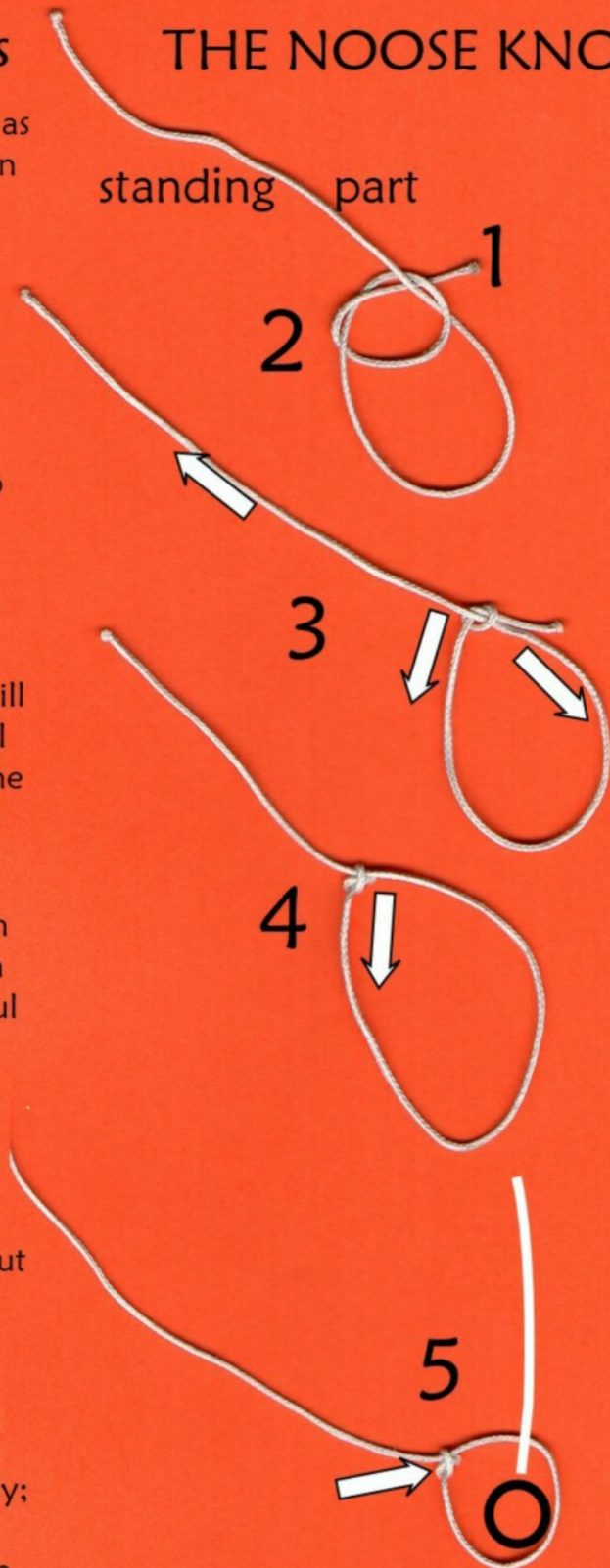
Simple Mast/Mainsail Ties

Use light Dyneema line, preferably as stiff as possible, not like the soft white line used in this example.

1. Burn the working end to form a blob with a cigarette lighter.
2. Tie a single half hitch with the working end around the standing part.
3. Holding the standing part and the loop tightly, tighten up the half hitch
4. Pull on the loop until the knot is tight.
5. This stage of showing how the knot is tied it assumes that the standing part will have gone through the eyelet in the sail and round the mast, as shown. Slide the NOOSE KNOT until the sail is as close as possible to the mast.
6. Cut the standing part about 4 mm from the knot with a sharp knife, rather than scissors and create a blob as 1. Be careful not to burn the sail!
7. Pull the sail away from the mast to tension the loop and to check that you have created the right length loop.
8. If it is either too big or too small, just cut it off and start again, as it is such a simple process.
9. Check the shape of the sail with your reverse curve in the mast set to create the shape and adjust the ties accordingly; probably tight at the top and bottom and slightly looser in between to ensure that the sail goes round the mast OK.

For the DF 95 it is OK to do this as Rule F.4 states... "... the **Mainsail luff rings** may be substituted with cord ties."

THE NOOSE KNOT



The finished mast tie



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