

## **How A Boat Grant Program Works by The International Lightning Class Association**

Debuting in February 2007, The Lightning Class introduced a very hopeful program to bring younger sailors into the Class. It has worked exceedingly well and continues to flourish bringing new skippers and crew into the Lightning Family and other classes that have emulated it. Below is the original publication of this program in the Class Newsletter "The Flashes" and to see how it works in action, please visit [Boat Grant About - International Lightning Class Association](#) on the Lightning Class website. Abby Ruhlman

### **New Boat Grant Program**

The International Lightning Class Association ([www.lightningclass.org](http://www.lightningclass.org)) proudly announces a new boat-grant program. Designed to help young sailors experience the high level of competition offered by the class, this revolutionary program offers a unique opportunity among one-design classes. Faced with the growing challenge of attracting and retaining young sailors, the ILCA decided to put its money where its proverbial mouth is: two young teams will be awarded a competitive boat, substantial regatta subsidies for a season of racing, as well as mentoring and coaching. "The Lightning has everything to offer young sailors: great competition, a three-person crew, and an easy-to-transport performance boat," according to class president Steve Davis. "The only drawback is that it can be a challenge to campaign a competitive boat when you're just starting a job out of college. That's where this program comes in, helping bridge that gap." The International Lightning, a 19-foot sloop designed by Sparkman & Stephens in 1938, has proven a perennial one-design favorite around the world. Class alumni include Carl Eichenlaub, Bill Shore, Ed Baird, Tito Gonzalez, Rolex Yachtswomen Jody (Swanson) Starck, Betsy Alison, and Bonnie Shore, Rolex Yachtsmen Ken Read, Dave Curtis, Dennis Conner— many of whom got their start in the boat sailing with friends and family. "With this program," says Davis, "we hope to expose more youth racers to the ILCA circuit. And once they try it, we know they'll like it." This grant program is the brainchild of 2003 Lightning North American Champion Allan Terhune and 2005 Runner-Up Bill Fastiggi, who is also a former Treasurer of the class. Terhune was himself just starting his career the year he won the North Americans. "When you have bills to pay, and a limited amount of vacation-time, it's a hard choice to commit to racing a sailboat." Fastiggi agrees. "We've seen too many promising young sailors opt out of the sport because it's just too much." The two hammered out the details and convinced the ILCA leadership that the risks were far outweighed by the opportunities to build the class. "The Class has a great history of supporting youth sailing," said Fastiggi, "We think this is great way to continue that tradition." The ILCA grant program will award each of two young teams a competitive boat plus substantial regatta expenses for one season of racing. There will be mentoring provided and the goal is to expose more youth racers to the ILCA circuit. The ILCA wants to give selected young sailors an opportunity to experience Lightning racing at its best. ILCA will provide a competitive boat, will pay for insurance and substantial regatta expenses. The grant applications will be reviewed, and the grant will be awarded with preference to age, level of interest, skill level and strength of references. Applications must be received by April 1st, 2007 for the 2007 sailing season. Each applicant is expected to sail in a predetermined number of races and maintain the boat and equipment at the highest level. The grant is for use of the boat and equipment for one year. At the end of the season the boat may be purchased at a substantial discount. Each recipient will be assigned a "mentor" for the season.

This program is geared towards younger sailors with a desire to race the Lightning. You could be a sailor on a High School or College sailing team looking to augment your dinghy sailing skills in a larger boat or to test your ability against larger fleets. You could be a recent College graduate with lots of desire to get

into a competitive one-design class, but you lack the funds to purchase a boat. You could be a junior sailing in a Lightning fleet looking to have the opportunity to race your own boat. Are you a female team with Olympic Yngling aspirations? Each of the top 5 Ynglings at the 2003 US trials had at least one team member with substantial time in a Lightning: Betsy Allison, Carol Cronin, Liz Filter, Carrie Howe, Melissa Purdy, Jody Swanson, Hannah Swett, and Corey Sertl. The crew weight limit for the Yngling is 451 pounds, which is a very competitive weight for Lightning sailing. Selection Process: There is a review committee of five Lightning Sailors who will review all applications. The members of the committee are: Bill Fastiggi (VT) - New England District- Co-Chair Allan Terhune (MD) - Dixie District - Co-Chair Skip Dieball (OH) - Michigan District Mike Healy (NY) - Central New York District John Faus (NJ) - Central Atlantic District Dan Moriarty (MO) - Mississippi Valley District Once the applications have been submitted, they will be reviewed by the Selection Committee. The Selection Committee will use the criteria below to score each application. Each application will be scored by each committee member and the application will have a total score. The committee will then use these scores to deliberate and finally grant the boats to applicants. Schedule: 1. Completed Applications received by ILCA before April 1, 2007. 2. Review Committee's Review April 2 thru April 16, 2007. 3. Applicant's notification prior to April 30, 2007. 4. Boats Granted for use no later than May 31, 2007. Term of use will be through October 31, 2007 unless modified by application. For complete information on this program and an application please visit the website [www.lightningclass.org](http://www.lightningclass.org).

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