

First Coast Sailing Association

Board Meeting Minutes

April 24, 2025

(Rudder Club of Jacksonville main dining room)



Acting Chairman Tom Davis called the meeting to order at 18:02

Attendees:

Tom Davis – Vice Chairman	Dan Floryan (SARW)
Allen Jones – Treasurer	Henry Baker (SARW co-chair)
Adam Norwood – Chief Rater	Jodi Weinbecker (FYC / WSN)

Tom Davis asked for a motion for the minutes of the last board meeting from Q1 to be accepted. Unanimous. Of note here, there are no minutes from the Q1 board meeting. To sum up, no major actions were taken by the board. Tom Davis proposed recommendations for all to consider, for going back to scoring using ToD instead of the ToT. The Chairman, Rose Ann Points, decided that she had helped the organization as much as she could over the last year and resigned. The interim Secretary, Dale Edgar, joined her.

TD distributed a printed agenda, with itemized subjects proposed for discussion and action. That document along with Tom's notes/minutes is attached at the end of these minutes.

Old Business

1A: TD proposed to suspend matrix points calculations for the Women's SJR annual trophy. DF suggested to modify the requirements for SJR Women's trophies to a minimum participation, which all agreed seemed to be no more than 3 boats recently. The Jesse Ball EFYC race will likely be the only Women's SJR race this year. The hope is to make it a big event, May 31.

1B: TD and AJ asked that the Admin page of the website be annotated to say "in-process" or similar. AN to make so.

1C: AJ noted that the NFCC's ocean races this year (to St. Augustine, and to Fernandina) will be "cruising" fun events and not FCSA points races. AN to update website schedule.

1D: per AJ's discussions with Dave Montgomery, HSC is not interested in FCSA membership at this time. This should be adjusted on the website listing of member clubs. AN – ok.

2: Section 7.1 of the Bylaws states "A vacancy in any office may be filled by majority vote at any meeting of the Board of Directors." Regarding the loss of two voting board members, TD asked if we should carry on with the three remaining, or appoint new persons to these positions. After discussion, carry on as is, Unanimous. TD suggested that we should encourage finding a new Chairman from the St. Augustine area, which seems to be the center of gravity of the sailing community now (whereas, in the past, the center was Jacksonville).

3: Discussion of dates for the Q3 and Q4 board meetings. Agreed dates will be July 21 and Oct 20. (The prior scheduled dates of July 14 and Oct 13 conflicted with DF's schedule.)

4: TD proposed August 2 at the RCoJ for a Race Management Seminar/Class. This date had been proposed in earlier meetings and by the RCoJ's annual schedule. All agreed. TD will be preparing and leading this event. The date should be added to the website calendar. AN to make so.

5: ToD vs ToT. TD presented his comparative analysis (as he had done at the Q1 meeting). ToT is good for consistent wind short races. ToT values for A and B should be modified for low, medium, and high wind. ToD seems to be best for the broadest range of varying conditions and distances. Recommend we as an organization recommend ToD when possible, and provide revised guidance for use of the ToT method. Discussion, unanimous. The recommendation document should be added to the website. AN to make so.

Treasurer's Report

Allen Jones reported the status of the SARW accounts. The 2025 budget was 52k while actual ended up being about 62k. The differential is accounted for primarily with the addition of the Aeros Class to the event, and to the RC/PRO costs being higher than anticipated. Nevertheless, he estimates that 11k in scholarships will be available for distribution. We have averaged about 8k over the prior ten years. The FCSA accounts are positive / nominal.

Chief Rater's Report

Adam Norwood, Chief Rater, reported that all renewals plus a few others from 2024 were mailed out via e-mail in January. Thus far 75 boats have been rated for 2025. Predict 10-15 more for the year at some point. This year again, individual certs will be available on SailJax.com (sans personal contact info) in addition to the summary listing. The averaging of 'W/L' and 'Dis.' base values have been applied across the board at this point. One of the ex Chief Raters, Mark Dixon provided input to Adam of a refinement for clarity in the rules text regarding roller furler jibs. Tom and Adam will work on that.

Website updates to be made, some listed above already, + SAYC FathersDayRace is not ocean – change the color on calendar. Drop the Gulfstreamer from the calendar. ToT and ToD recommendations to be updated. Aug 2 Race Mgmt event to be added. HSA to removed from Organization page.

New Business

Dan Floryan reported on this year's SARW event. "Maybe the best SARW event to date". Having great weather was definitely lucky. Boats from a wider area than recent years seem to have been involved. The St. Johns County Tourist Development Council request for funding was approved – 10k should be coming soon via check (*AJ notes that 10.125k check was received May 23.*) Henry Baker will be sending Thank You notes to all of the Sponsors. Inshore event photos were taken by Rob Santiago, and DF will be collecting those for future use. Of note this year, Henry Baker took over the Youth event announcer duties for the racing commentary (previously done by Dave Montgomery) – went very well per DF.

TD noted that we should try to get 2026 budgets drafted in place by the Q3 board meeting.

Youth Scholarship discussions – Dave Montgomery not in attendance. Jodi Weinbecker noted that FYC conducted a "Spectrum Sailing" event for autistic children. FYC provided in-kind support with boats and fuel and food and venue, etc. JW wants to ask for some money from the scholarship fund for this event, but our methodology has been for individual student 'scholarships' in the past. DF

noted that the 'rules' have been that we pay money to the clubs to use appropriately for 'scholarships' – but of course money is fungible. Discussion. TD said we need to get the criteria for money distribution written down with more precision and clarity. AN proposed rewriting the Scholarship Mission Statement to be more broad, DF and TD suggested making use of Dave Montgomery's 2025 SARW brochure write-up. AJ and TD will take a crack at it, JW says she's free to help in the effort. Discussion, all agreed that we should encourage each club to designate an active Youth Rep. Each club was requested to designate such in their annual membership renewal invoice (along with general rep and handicapper rep). Discussion continued about how much of the monies on hand to distribute each year – spend all of a budget, or all of the profits, or create some other criteria. So far, AJ notes that the proposed budgets each year have been working without trouble. There was additional discussion of whether to make the scholarship funds derived in one year be used/booked for the following year, after the year's event books had been completed – no definite resolution in this area, though.

Tom Davis adjourned the meeting at 20:18.

The Treasurer's budget notes presented at the meeting are on the next page. Included thereafter is Tom Davis's meeting agenda and notes. After that is the new ToD and ToT race scoring recommendations to be posted on the website.

Adam Norwood, Acting Secretary (again)
May 28, 2025

THIS IS A SUMMARY of the (5-Page) Budget that was approved at the Annual Meeting

2025 FCSA Budget Allocations

Sub-Categories Taken From The Check Request Form

		Amount Budgeted
EXPENSES		
Awards		900.00
Board Committee Expenses		750.00
Website	FCSA	390.00
Food & Beverage		150.00
Insurance	1/2 Chubb	1,100.00
Marketing		350.00
Membership Dues (Expenses)		250.00
Office/Operating Supplies		175.00
Permits/Licenses		150.00
P.O. Box Rental		275.00
Professional Serv's	990 Tax Prep	1,200.00
Sales Tax		300.00
Equipment & Tools		400.00
Other		0.00

Total FCSA Expenses = 6,390.00

INCOMES

(11) Member Assoc. Dues @ \$150.00	1,650.00
PHRF Renewals @ \$30.00	2,755.00
Other	
PHRF New & Late @ \$ 35.00 Incl. Above	
Assoc. Members @ \$20.00	20.00
Transfer from SARW =	2,500.00

Total FCSA Incomes = 6,925.00

2025 FCSA Budgeted Profit / (Loss) = 535.00

2025 SARW Budget Allocations

Sub-Categories Taken From The Check Request Form

		Amount Budgeted
EXPENSES		
Administration		600.00
Committee Boat Expense		300.00
Awards		1,600.00
Entertainment		3,000.00
Membership & Dues		350.00
Merchandise		7,500.00
Rental		7,100.00
Food & Beverage		3,200.00
Insurance	1/2 Chubb	1,100.00
Marketing & Advertising		1,000.00
Printing & Binding		1,500.00
Sales Tax		2,150.00
Security		1,000.00
Permits		50.00
Website Hosting	SARW	175.00
Race Committee Lodging		1,000.00
Maintenance / Storage	Cube Smart	1,600.00
Office Supplies		115.00
Merchant Fees - YachtScoring		500.00
Professional Services	DM, KH	5,100.00

Sub Total = 38,940.00

Transfer to FCSA	2,500.00
Scholarships Paid Out	11,000.00
Other	0.00

Total SARW Expenses = 52,440.00

INCOMES

Registrations Offshore	12,000.00
Registrations Inshore	Included Above 0.00
Registrations Youth	Included Above 0.00
Merchandise	10,000.00
Food & Drink	8,500.00
Tips Food & Drink	Included Above 0.00
TDC Grant	10,000.00
Sponsorships	14,500.00
Other	0.00

Total SARW Incomes = 55,000.00

2025 SARW Event Budgeted Profit / (Loss) = 2,560.00

Projected Income FCSA	535.00
Projected Income SARW	2,560.00
Total Income	3,095.00

The incomes are not listed on the Check Request Form
Incomes are displayed on the Treasurer's Spreadsheets

First Coast Sailing Association
2nd Quarter Board of Directors Meeting
Thursday, April 24, 2025, 6:00 P.M.



The Rudder Club of Jacksonville
8533 Malaga Avenue, Jacksonville, FL 32244

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Prior Meeting Minutes
 - FCSA Board of Directors Meeting February 24, 2025
5. Board of Directors Business
 - Old Business
 - i. Vice Chairperson (Acting Chairperson), Tom Davis
 1. Update of Organization Page
 - a. BOD Vote to suspend St. Johns River Performance, Cruiser, and Women's Series Trophies for 2025 and later until participation improves. Remove WAVE, Hands on the Helm, and Women on the Water Races on the 2025 schedule.
 - b. Add note on Admin page of website that procedures and job descriptions are "work in progress".
 - c. Update schedule that NFCC's Ocean Races to Fernandina and St. Augustine will no longer be included in the Offshore Series.
 - d. Note in the minutes that it has been reported Halifax Sailing Club is not interested in joining FCSA at this time.
 2. Operation of FCSA under current BOD until the next Annual Meeting
 - a. Section 7.1 of the Bylaws states "A vacancy in any office may be filled by majority vote at any meeting of the Board of Directors." BOD discussion and vote: Do we need this, or do we finish this year as we are? Decision should be documented in Minutes.
 3. Confirm the next two BOD Meeting dates: Monday, July 14, 2025, and Monday, October 13, 2025
 4. Development of guidelines for race management
 - a. Proposed date Saturday, August 2 at RCoJ on FCSA schedule
 - b. Internal reviews in June before issue

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5. Recommendations for update of ToT vs ToD scoring procedures
 - a. Comments on draft recommendations
 - b. Replacement of ToT Description on website with new recommendations
- ii. Treasurer, Allen Jones
 1. Status of FCSA and SARW Accounts
 2. Review of significant expenditure requests and deviations from the Approved Budget
- iii. Chief Rater, Adam Norwood
 1. Status of PHRF Roster and Website
 - a. Update of PHRF Rules
- New Business
 - i. SARW Committee Update – Dan Floryan
 - ii. Women Racing Committee Update – Iris Nazco
 1. Proposed that FCSA will help to promote and advertise the Jessie Ball Regatta as the annual Women’s regatta on the river.
 - iii. Youth Sailing Scholarship Committee Update – Dave Montgomery
 1. We need clear and concise criteria for distributing Scholarship Funds to qualified students.
 2. If the program is to expand to other areas, we need clear and concise rules for any expanded or new activities.
 3. All clubs were requested to designate a Youth Sailing Representative at the time of renewals, only a few did.
 4. It is proposed that funds made available in one year be distributed the following year.
 - iv. Other New Business from the floor
6. Review of Actionable Items for the next regular Quarterly Meeting scheduled for July 14, 2025.
7. Adjourn meeting.

Recommendations for Use of ToD versus ToT Scoring Methods

Six years ago, in our 2019 Annual Meeting, a considerable amount of time was spent promoting the alternative scoring method of Time on Time (ToT) scoring for PHRF races. We agreed at that time to adopt ToT scoring as the FCSA recommended method for scoring PHRF races. FCSA provides PHRF ratings in both seconds per nautical mile (ToD ratings) and time correction factor (TCF) and the appropriate scoresheets so that clubs may use either ToT or ToD scoring. For many years, we have used the familiar Time on Distance (ToD) scoring method. Most of you are familiar with handicaps being expressed as seconds per nautical mile and the use of these handicaps to calculate corrected time based on the course length in nautical miles.

After six years of observing results, FCSA has changed its position on preferred scoring methods. We have seen large discrepancies in results calculated by ToT versus the traditional ToD method. As flawed as having a single PHRF rating for all wind conditions may be, our PHRF system remains the most popular system for handicap racing. And we cannot escape the fact that each boat is rated in seconds per nautical mile based on ToD observations.

To examine time correction methods, we performed a spreadsheet study covering the complete range of our PHRF fleet from ratings as low as 6 sec/nm to as high as 270 sec/nm. The goal of the study was to assess which method is best to achieve fair results in various wind conditions. The process consisted of evaluating a “standard” yacht in windward/leeward races of varying wind strengths to establish a performance yardstick. We used the performance of a “standard” yacht, a J-24 to calibrate the performance of the FCSA fleet using FCSA parameters and handicaps. We also used performance of other standard PHRF boats, the J-35 and C&C 35, as check data. All this data was taken from information published by US Sailing as part of the PHRF ToT Scoring Method description. Once the fleet performance was calibrated to the “standard” yacht, we evaluated results of the FCSA fleet in ToT and ToD scored races under varying wind conditions. The study evaluated the calculated results for the following:

- Closeness of finish places
- Distribution of finish places
- Overall differences (potential error) between ToD and ToT calculation results

The study also identified improvements in the selection of “A” and “B” factors used in the calculation of Time Correction Factors (TCF) used in ToT scoring.

Study Findings

1. Using ToD:

As one would expect, all boats in the fleet that are sailed perfectly to their ratings under all wind conditions yield the same corrected time using ToD scoring method. (This may not be fair in real life but that is how PHRF works.)

2. Using ToT:

- a. Under windy conditions of 20 knots, the faster rated boats have an advantage over the slower rated boats. This advantage may be as much as 1:12 on a 4 nm W-L course in our fleet.
- b. As wind speed decreases to 12 knots, the slowest rated boats in our fleet gain significant advantage. At 12 knots true wind speed the advantage for the slowest boat may be as high as 1:45 on a 4 nm W-L course. This advantage grows to 14:33 under 6 knot true wind speed conditions, and as much as 33:37 in a 3-knot drifter.
- c. We have found that the current “A” and “B” factors of 700 and 550, respectively are accurate at 15 knots of wind but woefully inaccurate at lower wind speeds that we often sail.

FCSA Recommendations

1. All distance races, and races around navigation marks and temporary marks that have been set to known locations should be scored using the ToD method. Anyone with a cell phone or GPS today can locate a mark and calculate a course length. Technology for establishing accurate course distance is much better today than decades ago. **ToD is recommended for all races where the course length can be accurately determined.** Keep in mind that in setting up a racecourse that all marks establish straight legs over navigable water. For example, a course containing a leg from Marker “5” to Marker “E” on the St. Johns River is not a straight line of navigable water and the course length is not exact. The Mug Race may have an “agreed course length” but the course length cannot be determined by straight line navigable distance between marks. There may be situations in which ToD is not possible because the actual course length is unknown. Course lengths for very long-distance races may also be corrected for curvature of the earth.
2. There are still some situations where ToT may be preferred: ToT scoring is much easier to manage from a Race Committee standpoint. If you are running a short-staffed race on a short course such as a club series race, with ToT scoring you don’t need to know the precise course length. To most PHRF racers this doesn’t sound like an important point. But it is a very important point and is one of the largest causes of unfairness in handicap racing. As the Race Committee, your only concern in setting up a course for ToT correction is making sure it is correct for wind and current. Exact course length is not a concern. Another advantage is shortening course. There is no longer the need to figure out what the “new” course length is after a course is shortened.
3. If an organization chose to use ToT scoring over a wide range of wind conditions, consideration should be given to modifying the “A” and “B” factors to suit the average wind conditions of each race. The following table is recommended.

Wind Condition	FAST	MODERATE	LIGHT
Avg Wind Speed	15	10	5
A Factor	700	870	1400
B Factor	550	720	1250

The ToT scoresheet available on the FCSA website has input factors for “A” and “B” that can be modified to suit the wind conditions for each race. Use of these factors would help to minimize discrepancies between ToT and ToD results.