



Autumn 2011

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Bits'n'Bytes

UK Byte Class Association

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Training

Great News!

Kevin Moore has organised a training day at Oxford on October 22nd 2011. Before we go ahead and finalise booking the coach, we need to know roughly how many people are likely to come.

The cost of the day for participants would be no more than 20 pounds, hopefully more like 15 pounds....

This training is open to all Byte Class Association Members in either a Classic Byte or a CII.

Please let Maggie (Maggie.futcher@aol.com) know asap if you wish to attend.



Handicap?

So how much of a handicap is our handicap?

My preferred sailing is one design singlehanded fleet racing, which is one reason I was attracted to the Byte back in 1999. In my early Byte days we had around 10 open and championship events and for some years I did not bother joining a sailing club. With big family and work responsibilities this was all the sailing time I could “afford”, other than the annual Civil Service Dinghy Championships which is a mass start general handicap event. In these Championships I struggled to get into the top third of the fleet on handicap, which could partly be accounted for by my lack of sea sailing experience. But the Byte (Classic) handicap was hard to sail to, especially against Solos. When I rejoined Littleton SC I was keen to experience fleet racing, which is why I bought my Comet. I reserved my Byte for opens and the Civil Service Championships, and upgraded to the C11 rig. My performance at the Championships remained about the same.

Now I have retired and moved to Ogston SC in Derbyshire I have been spending much more time handicap racing with the C11 rig. I also entered the Weston Grand Slam this Easter in the slow handicap fleet. I have even managed to win some races on handicap!

I was disappointed that the RYA did not change the C11 handicap this year. However I assume this must reflect the conditions at the clubs where the C11 is sailing, as well as the high ability levels of some of the C11 helms.

My handicap wins at Ogston SC have been restricted to very light (Force 1 or 1+) or very heavy (gusting Force 6 or more) wind days. I attribute this to rig efficiency in very light winds and the de-powering effect in very heavy winds. I also do well in Force 2, which were the prevailing conditions at the Weston Grand Slam so I was not surprised to be competitive there (2nd in one race). But when winds are in the range Force 3 – 5, especially on the sea, I tend to drop back to mid-fleet. I would be interested to hear whether others share my experience.

EDDIE POPE

Query from Cathy Brassington?

Do you know how to stop wear at the bottom of the mast where it rests in the mast hole? My mast is wearing and I have tried gaffer tape, layers of gaffer tape etc but it rubs through quickly. Is there a protective layer of something I can use?

Reply from Eddie Pope: My mast step wear appears to have ceased following Kevin Moore's advice (from Topper experience) to use a heat gun to mould a section of lucozade (or similar) plastic bottle around the mast where it meets the top of the mast step. I note that mast steps on Lasers and Comets are prone to failure, so Bytes are not alone in this.

A Newcomer's Tale

After several years learning to sail and race a Topper on the National circuit with my daughter, including 2 trips to Lake Garda, it was time to act like a grown up and find my own sailing friends. Choosing the Byte wasn't difficult, there is no other single-hander for a smaller person that has such a good rig. A good friend sold me the only Byte I had ever heard of, and soon I set off to my local sailing club - a small lake with rubbish wind - to find out how the boat works. What a lot of string! But it went together quite logically. I went cross eyed watching the videos on the Byte website and realised that the downhaul was the key to control.

Then I took my Byte to an Open Meeting near Oxford. The howling gale didn't help, but I came away from the event with a list of 13 tweaks and changes suggested by the other sailors (thanks everyone). Oh, and having been thrown out of my boat a couple of times I retired, and came crushingly last, although I probably won the Most Exhausted Body award. It was friendly and fun.

Since then my pocket rocket has caused a lot of interest at my club, especially from the Laser sailors, who are quite jealous of the rig. Those 13 tweaks were just the start of it. I've accessorised the boat and mastered the downhaul. I've even learnt to sink the stern a bit when it all gets too rocky downwind, and I've only fallen out once. So, it's time to get out of my local pond and find some more Bytes to race with. Lacking a combi trailer and towbar, I am hatching a complicated plan to get to Warsash before the end of the season. See you there.

Cathy Brassington

Byte 806

Your Committee



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Byte 406 - The sequel.

You may recall the obituary to this boat, which was cremated last year. How can there be a sequel?



Phoenix-like, byte 406 has been (partially) resurrected. Rescued from the ashes of a funeral pyre constructed of old tyres were the blobs of aluminium from the boom and the stainless steel gooseneck fitting.



The talents of the Combs Sailing Club members are legendary. Amongst these members are Russell Talbot and Bob Pyett. Russell has constructed an aluminium melter from an old gas cylinder and some fire bricks, in which he was able to melt down the rescued aluminium and pour it into a self constructed mould to make a flame shaped form, the structural integrity of which was confirmed radiographically by Bob Pyett. The flames issue from a “C” shape, representing the “C” of the byte CII class emblem. This was then placed on the (polished) gooseneck and the whole thing mounted on a miniature tyre to make the new Combs Sailing Club trophy, to be awarded to the member who best



represents the Club at away events, in view of 406's long history of successes at open meetings, national and international events.

Illustrated are the process of melting and casting the aluminium (don't try this at home kids), finishing and polishing the casting, and the finished article.



European Youth Sailing Games, Fraglia Vela Riva del Garda (Italy) 13th/18th August

Fraglia Vela Riva was chosen by the European Sailing Federation (EUROSAF) to host the first European Youth Sailing Games. The European Youth Sailing Games will become an annual EUROSAF fixture for young sailors from across Europe. This will be a multi-class, international competition with Byte CII M and F, 29er Open, Windsurf Bic Techno 293 M and F taking part.

In the Byte CII boys' event, although there were only 7 participants representing 5 nations, the level was very high. It was won by Michele Benamati from Italy.

In the girls' event, there were 9 participants representing 6 nations. The overall winner was Celine Behr Carlsen from Denmark.



West Oxfordshire Sailing Club Byte Open 7th/8th May 2011.

By Rick Whitehouse

The third WOSC Byte open was a two day event, with three races on Saturday then two back to back on Sunday. The wind was down the lake, with the forecast giving an average wind-speed of 12mph (force 3) but locally the wind varied from almost flat calm to short lived gusts of around force 5, stronger and even less predictable on Sunday. This made for exciting racing, with the opportunities for big gains if the right side of the beat was selected, but also added to the spills, with almost everyone experiencing at least one capsize.

Rick Whitehouse (Combs Sailing Club) made the most of his small lake sailing abilities, tacking on wind shifts and easing his way through the gusts to take the lead in every race. Mike Radford, local club member and organizer of the event came second in every race, starting ahead of Rick in at least 2 races, from where his local knowledge showed Rick the best side of the course! Also sailing well was Sarah Kirk, who held third place with ease on Saturday but the lack of weight from insufficient chocolate over Lent affected her performance in the heavier conditions of Sunday. Chris Rees started well in most races, with the first beat usually being a competition between Rick, Chris, Sarah and Mike. New to the fleet and most welcome, were Stuart Moore and Cathy Brassington, whilst welcome back after a year away was Rachel Marden. Guy Shaw (another local from West Oxfordshire) and the Class Secretary, Maggie Futch, completed the fleet. Stuart Moore was let down by gear failure in the first race on Sunday, falling out of a battle for second place in that race, but after repairs made third place in the last race, a sign, perhaps, of things to come!

The photo (taken by Alan Lawrence) is shortly after the start of the 2nd race on Saturday, showing how compact the fleet was, with good starts from everyone, from a well laid line to courses that utilized most of the water (thanks to OOD and club commodore Roger Postbeschild). Thank also to the rescue boat drivers Michael Hodges and Vahik Enjiliy who were kept busy.



Off the water the event was also a great success. Food provided by Mike's wife, Donna (who he assures us feeds him as well as she fed us), a party at the clubhouse on Saturday night (for Sue and Ross Lonsdale's 25th Wedding anniversary) complete with hog roast, and to which the sailors were invited, rain that confined itself to the hours of darkness, all combined to make a most memorable weekend.

Rank	SailNo	Helm	Club	R1	R2	R3	R4	R5	Nett
1	3301	Rick Whitehouse	Combs SC	(1.0)	1.0	1.0	1.0	1.0	4.0
2	1465	Mike Radford	West Oxfordshire SC	(2.0)	2.0	2.0	2.0	2.0	8.0
3	2631	Sarah Kirk	Frampton-on-Severn SC	3.0	3.0	3.0	(6.0)	5.0	14.0
4	2620	Chris Rees	Warsash SC	(4.0)	4.0	4.0	4.0	4.0	16.0
5	867	Stuart Moore	Hawley Lake STC	7.0	5.0	5.0	(10.0 DNF)	3.0	20.0
6	2629	Guy Shaw	West Oxfordshire SC	5.0	6.0	(8.0)	3.0	6.0	20.0
7	2618	Rachel Marden	Blackwater SC	(10.0 DNS)	7.0	6.0	5.0	10.0 DNF	28.0
8	2628	Maggie Fitcher	Weston SC	6.0	8.0	7.0	7.0	(10.0 DNS)	28.0
9	806	Cathy Brassington	Aylesbury SC	8.0	9.0	9.0	(10.0 DNF)	10.0 DNS	36.0

Inland Championships 4th/5th June 2011

This year's Byte CII Inland Championships was held in Cardiff Bay and hosted by Cardiff Yacht Club as part of their Annual Regatta. Cardiff Bay being now cut off from the sea by the impressive barrage is an excellent dinghy sailing water.

Race 1 - Day one started with a southwesterly 2–3 gusting over the barrage. Twelve Byte's joined a large menagerie fleet on a very starboard bias start line for the first race of the regatta. The menagerie fleet were starting first with the Byte's five minutes afterwards. The line was busy but quickly dispersed as helms chose either the left or the right of the beat. Louis Saunders was impeded on the start line by Rachel Marden who failed to avoid Saunders causing him to be almost stationary at the start. First to the windward mark was Eddie Pope, followed by Rick Whitehouse, Chris Rees and Louis Saunders. After every rounding of the leeward mark, it was mandatory for the sailors to sail through the start line to continue racing, however Saunders currently lying in 2nd place failed to do this on lap one which forced him to sail back through the line joining the fleet in 9th place. Whitehouse who kindly informed Saunders of his error took advantage of the situation by climbing two places to finish in 2nd position closely behind the leader Pope. Saunders however only managed to finish in 7th place.

Race 2 - After a disappointing first race, Saunders hoping to improve on his 7th place, was first to the windward mark followed by Pope, Whitehouse, and Rees. These positions were not to change until lap 2 after Saunders had rounded the windward mark. He mistakenly let go of his main sheet whilst adjusting his track, which caused the sail to race outward, unbalancing the boat which eventually forced a capsized to windward. When Saunders finally recovered, he was fighting for 4th place with Stuart Moore. Meanwhile Whitehouse had taken the lead from Pope with excellent up wind performance and was looking strong for the win, however on the last beat towards the finish line Pope went low, bearing off the wind slightly for increased boat speed and managed to pip Whitehouse on the line for 1st place. Saunders was comfortably lying in 4th, rounding the leeward mark he carelessly hit Pope on the opposite tack which forced Saunders to take a 720 penalty letting Moore through which made him finish in 5th place.

Race 3 - After lunch the wind had increased to force 4–5 which added a short chop and meant implementing some wave technique. Fortunately the start line had also been changed which made for a now port bias. Most of the fleet however bunched at the starboard end with Saunders placing himself mid line. With 15 seconds to go Saunders sheeted in planning down the line giving him a distinct gap between the rest of the fleet, hitting the pin end once the hooter sounded and tacking clear sailing over the entire fleet. With the advantage of a good lead off the line, Saunders led from start to finish followed by John Futchner who was taking full advantage of the conditions. Whitehouse who is one of the lighter sailors in the fleet showed how an excellent technique can conquer a slight weight disadvantage in a heavy breeze. Even after a capsize, he still managed to beat Pope into 3rd place.

Race 4 - The wind maintained its strength for race 4 and after the success of his previous start, Saunders decided to try the same again and start with a port flyer. To his surprise, he was able to produce a gap between himself and the fleet on the line, and then tack over the top, this time

only just in front of Whitehouse. Approaching the windward mark, Saunders, who had tacked early off the line to gain clearance, arrived at the mark on starboard only to meet Whitehouse and Pope both on port hitting the lay line perfectly. Saunders made the call but Whitehouse mistook it as coming from a boat further behind. Because of this Saunders was impeded at the mark which caused both sailors to take penalty turns. Unfortunately, Whitehouse whilst trying to avoid Saunders, Pope and the mark ended up capsizing. Saunders again led from start to finish followed by J.Futcher who was lucky to have both Whitehouse and Pope capsize on the last run. Whitehouse who was in second place before the capsize after once again sailing through the fleet, unfortunately finished 4th. After day one Pope was leading 1st, Whitehouse 2nd, and Saunders 3rd.

Race 5 - After a brilliant evening of entertainment which included fireworks and a barbeque, day two started with a postponement of race 5 by one hour pushing the start back to 11.30. This was due to winds exceeding 30mph out in the bay, and because of the delay it also meant that the event was shortened to 7 races instead of 8. A good performance from any of the top three sailors could win the title, and Whitehouse started with that intention arriving at the windward mark first followed by Saunders and then Pope. The Combs duo quickly separated themselves from the rest of the fleet, but Whitehouse was well within his comfort zone and maintained his superior lead to the finish. Saunders was also able to keep in front of Pope for 2nd place, Pope 3rd and Rees 4th.

Race 6 - The best race of the competition was to come next in race 6 between the two Combs sailors. Whitehouse was first to the windward mark followed by Saunders & Rees. Saunders managed to pass past Rees on the reach on the second leg, obtaining water on the mark. White-



house made it very difficult for Saunders as they met on the leg three, when both sailors went up above the lay line to get on top of one another. As they were just approaching the leeward mark, Saunders gained an overlap and lead into lap 2. However this was not to last and Whitehouse was leading once again after taking a different approach up the beat. The positions didn't change until the beat back through the start line, when Saunders, after rounding the leeward mark didn't follow Whitehouse as he tacked onto starboard, instead sailing for the lay line. This paid off and Saunders was lifted through the line and onto the final lap with Whitehouse only seconds behind. Whitehouse was again to catch Saunders but the position where to re-

main the same until the finish, only separated by 3 or 4 boat lengths.

Race 7 - After very close racing throughout the two days, it amazingly came down to the last race to decide the winner of the Byte CII Inland Championship 2011. Both Rick Whitehouse and Louis Saunders were level on 10 points including their discard going into the last race. Both sailors had to place within the top three to maintain a top two finish, but it was their individual performances that would decide the overall winner. The start line was packed and Pope had sailed down to the pin end to attempt a port flyer, he soon realised this was not going to be possible as Saunders, Whitehouse, Rees and J.Futcher had blocked the pin end. As the hooter sounded Whitehouse had been pushed towards the pin which forced him to tack only narrowly avoiding Saunders who came away clean. Saunders was first to the windward mark with Whitehouse rounding in 5th place. Whilst Saunders battled to maintain his lead, Whitehouse was quickly making his way through the fleet and was in 2nd place within little over a lap. After masterfully gaining three places in so little time, Whitehouse had plenty of time to catch Saunders for the win, but unfortunately Saunders covered him all the way until the finish.

After a great event with varied winds and the added complication of sailing amongst another fleet, Louis Saunders 1st, Rick Whitehouse 2nd, and Eddie Pope 3rd. Stuart Moore finishing 7th won the first junior and Sarah Kirk took the first lady.

Overall Results:

Pos	Helm	Sail No	R1	R2	R3	R4	R5	R6	R7	Pts
1st	Louis Saunders	626	-7	5	1	1	2	1	1	11
2nd	Rick Whitehouse	3301	2	2	3	-4	1	2	2	12
3rd	Eddie Pope	3130	1	1	4	3	3	-5	3	15
4th	Chris Rees	2620	3	3	7	-8	4	3	4	24
5th	John Futcher	894	5	6	2	2	5	-7	7	27
6th	Michael Radford	1465	4	-7	5	5	6	4	5	29
7th	Stuart Moore	867	6	4	-8	6	7	6	6	35
8th	Sarah Kirk	2631	8	-10	6	7	8	9	8	46
9th	Rachel Marden	2618	12	8	9	DNF	9	8	(DNC	58
10th	Olwen Binks	850	9	-12	10	10	12	10	9	60
11th	Guy Shaw	2629	11	9	(DNF)	9	11	12	11	63
12th	Maggie Futcher	2628	10	11	11	(DNC)	10	11	10	63

Thornbury SC Byte Open 9th/10th July 2011

Six Bytes assembled for the Thornbury Regatta, where starts were part of the slow handicap fleet. The courses were long and challenging. The first race on Saturday got underway in a steady force 5. Some visitors had not appreciated the strength of tide and were late starting, and the tide had a major impact on all legs of the course (but especially the beats). Despite a poor start, Rick Whitehouse (Combs SC) led by the first mark, and although he capsized at the gybe mark he maintained his lead to the finish. Meanwhile Eddie Pope (Ogston SC) sailed from being last due to a very poor start through to a comfortable 2nd place. Stuart Moore (Hawley Lake SC) did well to come 3rd and is clearly getting to grips with the boat. Racing was then abandoned for the day because gusts at Force 6 had caused damage and numerous capsize for some in the fast handicap fleet, and the safety boats were fully deployed. This meant that all races would count with no discards allowed.

The sailors were treated to a four hour cow rescue on Sunday morning, prior to launching! The unfortunate animal had got stuck in the mud in the creek near the clubhouse, but there was a happy ending. Conditions had moderated to force 3-4, and two back-to-back races took place. Tacking close up the bank where there was less current was essential. After an excellent start in the first race Chris Rees led for most of the first beat before being passed by Eddie, who maintained his lead to the finish. Chris had a close battle with Rick, but was able to stay ahead.

So it was all to play for in the last race. Eddie was slightly early at the favoured end of the line and had to go back, and this allowed Chris and Rick to pull away from him. But Eddie caught them up on the first broad reach, and had better speed on the beats. Chris dropped back after a capsize, and Mike Radford (West Oxfordshire SC) pulled through to 3rd. Eddie had a good lead but Rick sailed a storming last broad reach to make up nearly all the ground. Eddie was impeded by another slow handicap boat at the mark, and seizing his opportunity Rick tried to round inside them both. But this coincided with a gust and he capsized. This allowed Eddie to sail away and win the race and event. Rick kept his 2nd place in front of Mike.

1. Eddie Pope (Ogston SC) – 4 points
2. Rick Whitehouse (Combs SC) – 6 points
3. Chris Rees (Warsash SC) – 11 points.

Combs Sailing Club, Derbyshire Byte Open 6th/7th August 2011

Combs Sailing Club hosted a two day open meeting for Bytes over the weekend of 6th/7th August. This was shared on the first day with a Lightning open.

Saturday was windless all morning, with the first race delayed by almost an hour in the forlorn hope that some wind might materialize. Eventually a start was attempted, then abandoned and tried again ten minutes later. This time the race continued, with Rick Whitehouse making a start near the starboard (committee boat) end, about 5cm behind the line on the gun. He was however (quickly?) overtaken by Eddie Pope then Mike Radford, both of whom had the advantage of being slightly closer to the Committee boat end and moving faster across the line.

Sarah Kirk also joined the front group and a slow battle for 2nd, 3rd and 4th place was fought between Rick, Mike and Sarah for the entire race, whilst Eddie got away into clear air and wasn't challenged for first place throughout the race. Rick eventually got a downwind "gust" which allowed him to sail over the top of Sarah and Mike to take second place with Mike 3rd and Sarah 4th. Local Club members with little experience of sailing Bytes, John Saunders, Russell Talbot and Susan Lomas completed the competitors.

After lunch two more races in slightly more wind provided closer competition for first place, setting the standard for the rest of the weekend, with Eddie and Rick never more than 40 yards apart and alternating the lead in most of the remaining races on Saturday and Sunday. Rick managed to forget his local knowledge to run aground and capsize in the last race of the day, having watched Eddie run aground in the same spot the race before! Day one ended with Eddie having two firsts and a second, Rick two seconds and a first, Mike three thirds and Sarah three fourths.



Two day events have become the norm for the Byte class, allowing long distance travellers to get more sailing for their travel and also the opportunity to socialise with the other competitors on the Saturday night. The Beehive pub in Combs village provided the venue for the latter with good food, beer and company enjoyed by all. The visitors walked around the lake to the pub for the evening meal and were

driven back to the Club where they camped overnight, Sailing recommenced at 10am on Sunday after a breakfast of fried eggs bacon etc. provided by Rick.

Sunday was a complete contrast, with wind gusting up to 22 mph and coming over and around the hill opposite the clubhouse to provide dead spots, intermittent gusts and windshifts of up to 40 degrees in the windward marks lying in the lee of the hills. Eddie and Rick continued their battle for first place in every race, with Rick squeezing Eddie out at the port end of the line on each start. After the two morning races Rick had a total of three firsts and a 2nd, Eddie had two first and two seconds, so it all hung on the last race. Again, Rick and Eddie fought for first place throughout the race. Eddie claimed water on Rick at the downwind mark and gained the lead on the second lap but Rick tacked off early and followed a lift to the windward mark to regain the lead which he held to the end.

Overall results:

1 st Rick Whitehouse	Combs SC
2 nd Eddie Pope	Ogston SC
3 rd Mike Radford	West Oxfordshire SC
4 th Sarah Kirk	Frampton on Severn SC
5 th Russell Talbot	Combs SC
6 th John Saunders	Combs SC
7 th Sue Sloan	Combs SC

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