



By-law 1 of the BYTE Class International Association Constitution

2009 Byte Class Rules.

Effective August 27, 2009.

PART 1

1. OVERRIDING ONE-DESIGN PRINCIPLE

The BYTE Class sailboat was created as a true one-design class which, when raced, will provide a real test between competitors of racing skills and seamanship and not a test of boats and equipment. Therefore, any alteration, or attempt at alteration, of the hull, centreboard or rudder shape, construction, equipment, spars, sail or rigging, as it was supplied by the builder, is a breach, in substance, of these rules UNLESS SUCH ALTERATION IS SPECIFICALLY AUTHORIZED BY THESE RULES.

2. DEFINITION

In these Rules, "builder" means any manufacturer who is licensed to build the BYTE Class sailboat by the Copyright Holder.

3. CONSTRUCTION

Hull and deck shall be built in composite moulds produced from Master Tooling supplied to a Builder by the Copyright Holder and shall be constructed in accordance with the specifications of the Copyright Holder and the procedures of the Construction Manual.

4. MAST AND BOOM

The mast and boom, and all fittings and their position, shall be as supplied by the Builder and shall conform to the Measurement Diagrams.

(a) No spar which has a permanent bend may be used.

(b) Nothing may be used to affect the position or rake of the mast with the exception that a wear strip not exceeding 1.0 mm in thickness and not wider than 50 mm may be placed around the entire circumference of either the mast or the mast cavity, but not both. Nothing else may be placed in the mast cavity but it may be lubricated.

(c) Tape or other bushing material may be applied to both the connector plug and the collar of the upper mast on those surfaces that actually slide into the lower mast. Using tape to fair the collar to the mast is prohibited.

5. SAIL

No sail, including a replacement sail, is permitted unless it was produced by a sailmaker licensed to build the BYTE Class sail using Master Patterns supplied by the Copyright Holder.

- (a) No sail may be re-cut or otherwise altered in any way other than to effect necessary maintenance or repairs or to attach wool, ribbons or other similar wind indicators or to attach racing numbers.
- (b) The sail emblem shall be glued, sewn or silk screened, back to back, on each side of the sail and, if silk screened, it shall be clearly visible from both sides.
- (c) Sail battens may be changed for any untapered batten.
- (d) The registration number of the boat, as moulded into the hull or deck, shall be the racing sail number. All numbers, identification and their position shall be in accordance with ISAF Racing Rules, Appendix G1, with the exception that the specifications for boats under 3.5m shall apply. For ease of reference, they are as follows:

Numeral Height: 230 mm minimum

Letter height: 230 mm minimum

Space between letters & numerals or edge of sail: 45mm

6. CENTREBOARD

The centreboard shall be only as supplied by the builder and may be of wood or other composite material approved by the Copyright Holder. Below the cockpit sole, it shall conform to the Measurement Diagram. The shape is unrestricted above the cockpit sole.

- (a) A stop, or stops, shall be affixed which precludes the board protruding more than 645 mm below the hull when measured along the trailing edge as shown in the measurement diagram. Other than these stops and a rope handle which can serve as a stop, no other attachment is permitted.
- (b) The centreboard may be sanded for repairing, refinishing or polishing but not so as to change the shape of the section, with the exception that the leading and trailing edges may be refereed and the trailing edge tip radiused.
- (c) A line or length of shockchord shall be attached to the centreboard above the cockpit sole and thence to the mast or an existing fitting to prevent loss in case of a capsize.

7. RUDDER

The rudder shall be only as supplied by the builder and may be of wood or other composite material approved by the Copyright Holder. Below an extension of the centreline of the bottom of the boat, the rudder, when fitted to the boat, shall conform to the Measurement Diagram.

- (a) The rudder head is unrestricted except that the rudder shall pivot in the stock and a stop shall be fitted so that the leading edge of the rudder, when fully lowered, maintains an angle of no more than 85 degrees to the hull centreline extension, is within 73 mm + or - 5 mm of the transom measured along the centreline extension and is no deeper than 515 mm below the centreline extension, measured along the trailing edge, all as per the Measurement Diagrams. The rudder shall be secured in the fully lowered position by a line capable of release from the cockpit.
- (b) The rudder may be sanded for repairing, refinishing or polishing but not so as to change the shape of the section with the exception that the leading and trailing edges may be re-faired and the trailing edge tip may be radiused.

(c) The tiller (and its extension) is not restricted in any way other than it shall be readily removable from the rudder head.

8. REPAIRS AND REPLACEMENTS

In case of damage, repairs may always be made to the boat without violating these rules provided that they are done in such a way that Rule 1, The Overriding One-Design principle, is respected and that replacement fittings are placed as close to the position of the original fitting as is structurally feasible.

9. SAILING REQUIREMENTS

(a) Nothing shall prohibit two persons from racing a BYTE Class sailboat, provided both persons are aboard the boat for an entire regatta or series. Both persons may alternate at the helm.

(b) No part of the Skipper or Crew's torso may be placed forward of the mast while racing.

(c) The requirement of an anchor shall not apply to the BYTE Class unless the Sailing Instructions of a race, or series of races, so stipulate specifically.

(d) No treatment shall be applied to the hull which is specifically intended to improve its performance. This shall not preclude sanding for refinishing, repainting, polishing and waxing.

(e) For any race or series of races, both the Skipper and Crew of a BYTE shall wear a lifejacket or Personal Flotation Device (PFD) while afloat, both going to and from the race course and during the race or races.

(f) No person is permitted to race a BYTE in a sanctioned regatta unless he or she is a member of their District or National Byte Association or a member of the BYTE International Class Association.

10. CLOTHING AND EQUIPMENT

The ISAF Racing Rules of Sailing, rule 43.1(a) shall apply except that:

(a) The total weight of clothing and equipment worn by each person shall not exceed 8 kilograms (17.6 lbs.) when weighed in accordance with ISAF Racing Rules, Appendix J.

11. ADVERTISING

Advertising shall be governed by the ISAF Racing Rules of Sailing, Appendix 1. In accordance with 20.4.1 (a), the Byte Class shall be designated Category C.

PART 2

12. PERMITTED DEVIATIONS FROM THE OFFICIAL DRAWINGS AND SPECIFICATIONS

Lines of uniform diameter, and of any material and length, (other than wire in whole or in part), may be substituted for those supplied by the builder. No additional lines, other than a bow line, bow line or anchor line, may be affixed. Deviations from the official Measurement Diagrams and specifications shall be permitted only in respect of the following:

a) The OUTHAUL, may be any block and tackle system, of any mechanical advantage, attached to the clew of the sail and led, via blocks or existing fairlead, to a clamcleat or clamcleats on the deck, provided they are positioned within the areas designated in the Measurement Diagram. The clew may be attached to the boom in any manner providing holes are not made in the boom. Shock chord may be connected between the clew of the sail and the boom clamcleat.

b) The CUNNINGHAM, subject to being a block and tackle system whose mechanical advantage does not exceed 8:1, may be attached to the tack cringle by a hook or by passing the line through

the cringle. The line may be led, via blocks or existing fairlead, to a clamcleat or clamcleats on the deck provided they are positioned within the areas designated in the Measurement Diagram.

c) The TRAVELER may be one continuous line, or two individual lines, rigged between the traveler car and any fitting attached to either the traveler track or the cockpit sole and thence led to a single jam cleat, with or without a fairlead, affixed to the cockpit carling or side deck within the area prescribed by the Measurement Diagram.

d) The BOOM VANG, subject to being any block and tackle system whose mechanical advantage does not exceed 12:1, must be secured at one end to the mast fitting provided and attached to the boom via the key slot. The rope tail may be led, via blocks or existing fairlead, to a clamcleat or clamcleats on the deck provided they are positioned within the areas designated in the Measurement Diagram.

e) The ADDITIONAL BLOCKS permitted in (a), (b) and (d) may only be attached to existing fittings or fairleads with the exception that an optional deck plate may be mounted under the fairlead at the mast partner using only the existing fasteners and solely for the purpose of attaching the blocks. No additional holes shall be drilled in the boom, spars or hull. In particular, any turning block used for the outhaul (at the forward end of the boom), may only be fitted by means of an eye, or similar fitting, bolted through the existing holes in the gooseneck.

f) The MAINSHEET shall be reeved with a purchase of 3:1 minimum, and 5:1 maximum, and must be controlled at all times using the chosen configuration. Leading the final purchase through a turning block on the traveler or the cockpit sole is optional and, in particular, when reaching, it may be taken directly from the boom.

g) The MAINSHEET COCKPIT TURNING BLOCK, and its base, are optional and may be replaced by any type of block, with or without an integral jamming device. One jam cleat is permitted on each side of the boat on either the cockpit carling or the side deck, providing it is mounted within the area designated in the Measurement Diagram. A 5:1 purchase may be rigged by changing the traveler block to a double, or fiddle, and the boom to a double, or fiddle, with becket.

h) The HALYARD shall be used at all times to support the sail and the sail shall be capable of being lowered from the deck. A clamcleat must be fitted to either the upper mast, or the lower mast in the vicinity of the gooseneck, for securing the halyard. If the cleat is on the lower mast, the halyard may be fed through the inside of the sail sleeve.

i) CLIPS, TIES AND STORAGE RECEPTACLES for stowing paddles, anchors or other loose personal gear, may be attached in the cockpit, or to the lower mast or boom.

j) INSPECTION HATCHES with watertight, threaded covers, (bayonet mounts are deemed not to be threaded), may be fitted in the cockpit provided they do not exceed 152 mm (6") in diameter. Hatches may include an integral bag or bucket for stowage.

k) One COMPASS may be mounted anywhere on the deck, in the cockpit, or to the lower mast. The hull cavity shall only be pierced by the fasteners and only clamps, tape, or an existing fitting may be used to attach it to the mast without any additional fasteners. The compass may not be fitted into an inspection hatch.

l) WIND INDICATORS may be affixed anywhere to the boat, its spars, boom and equipment provided the watertight integrity of the top mast is maintained and the sail is not cut.

m) ALL BLOCKS supplied by the builder may be replaced by blocks of any make, provided they are of substantially similar size and function.

n) The HIKING STRAP, or straps, may be padded or replaced by integrally sewn and padded straps. Straps may only be attached to the existing deck clips at the rear of the cockpit and, at the forward end, under the mainsheet block base, under the traveler or to the existing deck clips. A single strap may be fitted and shock chord may be used to support the straps provided the shock chord is attached only to the grab rail, toe strap eyes or over the rear deck to the top gudgeon.

o) The CLAMCLEATS mounted on the deck by the builder may be replaced by a), up to three clamcleats on the centreline of the cockpit or b), up to three clamcleats on either side deck, all positioned within the areas designated in the Measurement Diagrams. They may be mounted individually or on a single, flat, mounting bracket.

p) A RUDDER SAFETY LANYARD, of line only, may be rigged from the rudder head to a deck strap which may only be attached to the hull using two existing screws of either gudgeon.

q) The traveller block may be attached to the traveller bar or its attachments by any adjustable rope bridle in which case a preventive line may be attached between the block and the car. Holes may be drilled in the traveller bar for this purpose. A second traveller car as supplied by the manufacturer may be attached to the traveller bar in which case the bridle shall be attached to both cars and the traveller control lines may be used to control both cars independently.

r) A maximum of two rope righting lines may be attached to any existing fittings in the cockpit. Alternatively they may be attached under the gunwale by any clips or eyes in which case the fastener heads shall be covered by any sealant and not protrude the deck surface; a shock cord retractor may be rigged to the system.

PART 3

Byte CII Rig

Part 3 of the Byte Class Rules shall be read in conjunction with the remainder of the Byte Class Rules. When the CII rig is used, the Rules of Parts 1, 2 and 4 of the Byte Class Rules shall apply except where specifically amended by Part 3.

13. Byte CII

(a) The Byte CII upper and lower mast as supplied by a Licensed Builder shall conform to the Measurement Diagrams that form part of these Rules.

(b) The sail as supplied by a Licensed Builder shall be from a single source supplier and shall be one-design in all aspects including the material laminate. The battens shall be as supplied and shall not be altered in any way other than to effect tension adjustments using the threaded adjusters supplied. Nothing shall preclude the use of adhesive backed tape to effect repairs.

(c) SAIL REGISTRATION NUMBERS shall conform to the requirements of Rule 5, Part 1

(d) The Byte CII rig may be used in any Regatta, subject to the conditions of 13 (e), if prescribed in the Notice of Race and the Sailing Instructions. In any National, Continental or World Championship, approval shall be required from either the organizing National Byte Class Association or, in the case of the World Championship, from the World Council.

(e) If both the Standard Rig and the CII rig are prescribed in the Notice of Race, separate finishes shall be recorded for each rig and, in any National, Continental or World Championship, there shall be separate starts.

(f) Each year in a National, Continental or World Championship, the Class shall decide which rig will be used to determine the titleholder and this information shall be published in the Notice of Race

PART 4

14. AMENDMENTS

Any amendments to these Rules shall require the approval of:

- a) the World Council,
- b) at least two thirds of the membership replying in writing to the International Office of the Class in response to a postal or email ballot published by the International Office of the Class. The International office may prescribe a delay within which the votes must be returned in order to be valid provided that such delay shall not be less than 30 days or more than 60.
- (c) the ISAF

MEASUREMENT DIAGRAMS

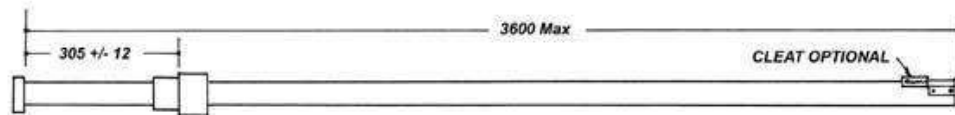
The measurement diagrams follow together with the recommended placement of sail numbers for both the standard rig and the CII rig. Note that the 2000 Measurement Diagrams have not changed and that only the CII spar diagram and CII number placement are new. They are

- 1..Standard spar lengths and fittings placement
- 2. CII spar lengths and fittings placement
- 3. Centreboard dimensions
- 4 Rudder dimensions and angle template.
- 5 Optional fittings placement
- 6. Standard rig sail number placement
- 7. CII sail number placement

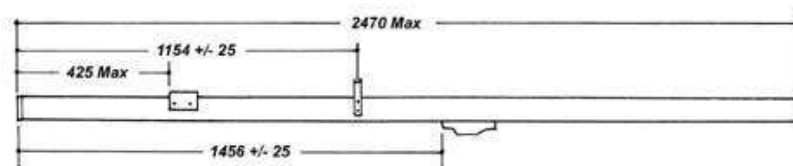


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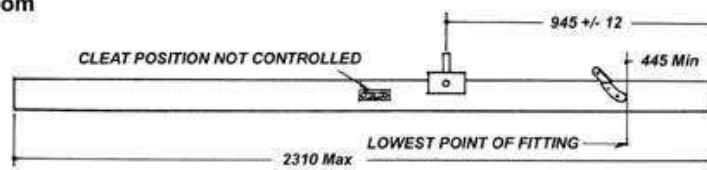
STANDARD SPAR LENGTHS AND FITTINGS PLACEMENT



Upper Mast



Boom



Lower Mast

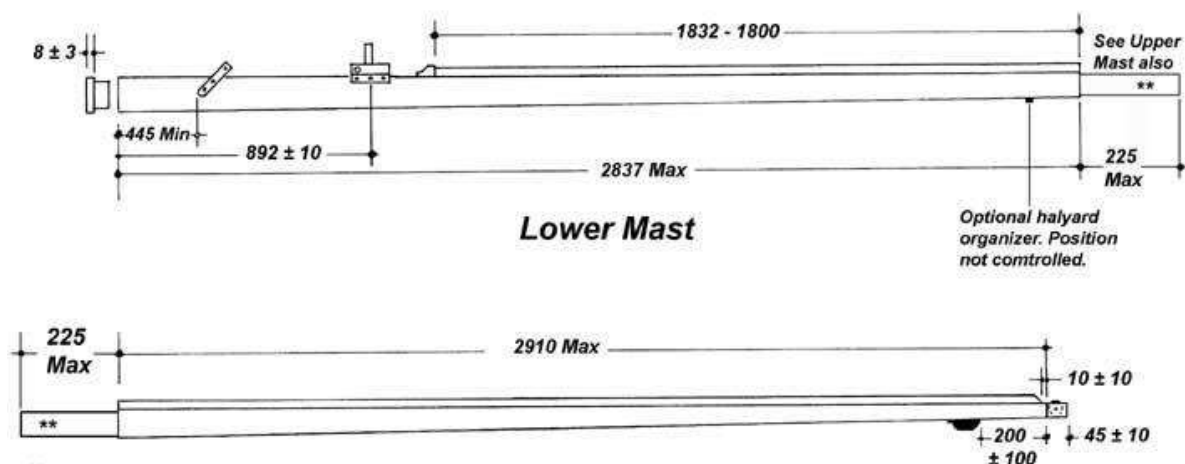


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BYTE CII MAST LENGTHS AND FITTING PLACEMENT



** The connecting spigot, supplied by the Builder, may be in Composite or Alloy and may be permanently attached to either the Lower, or the Upper Mast

Upper Mast

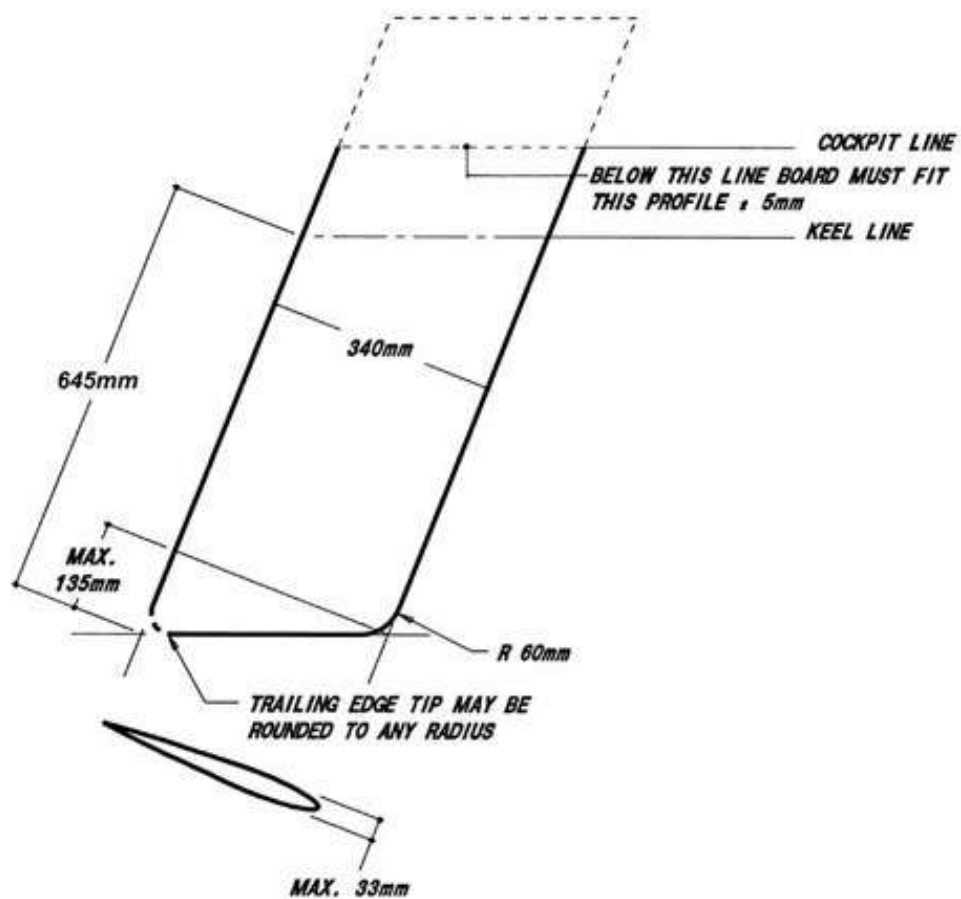
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CENTREBOARD DIMENSIONS



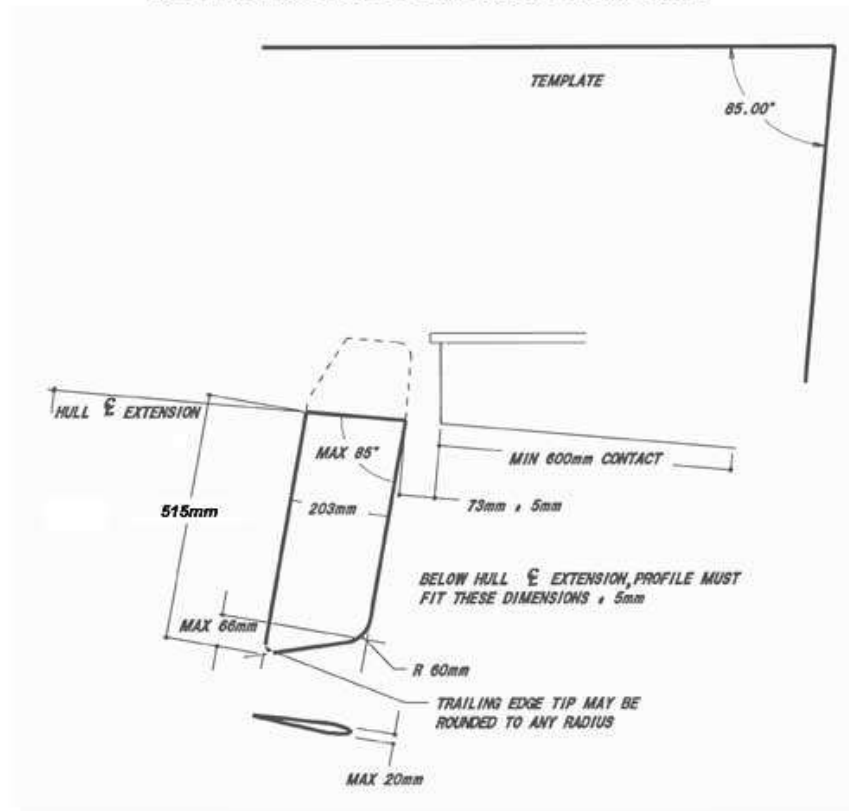
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RUDDER DIMENSIONS AND ANGLE TEMPLATE



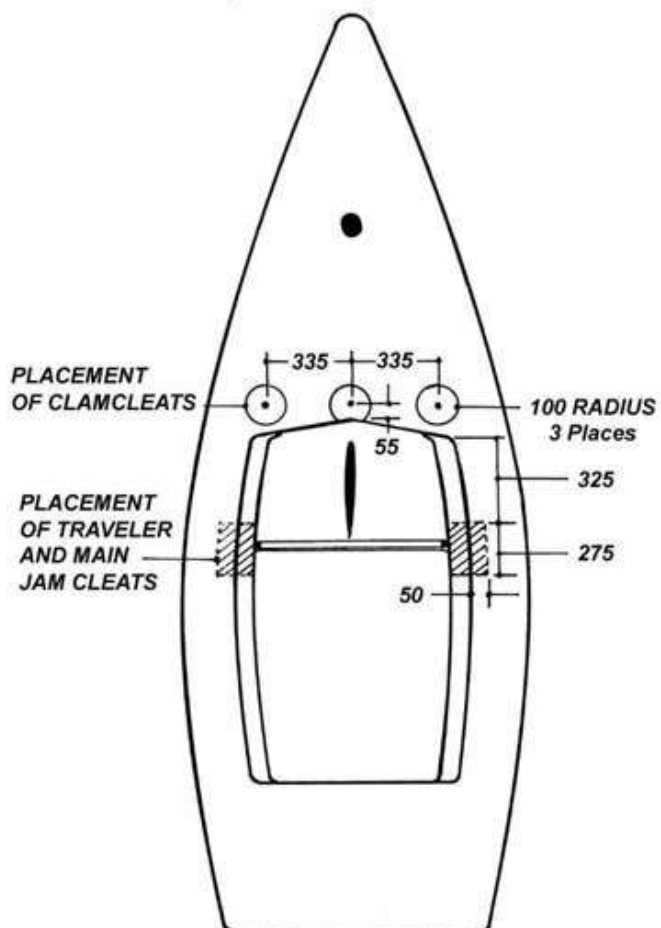
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Optional fittings Placement

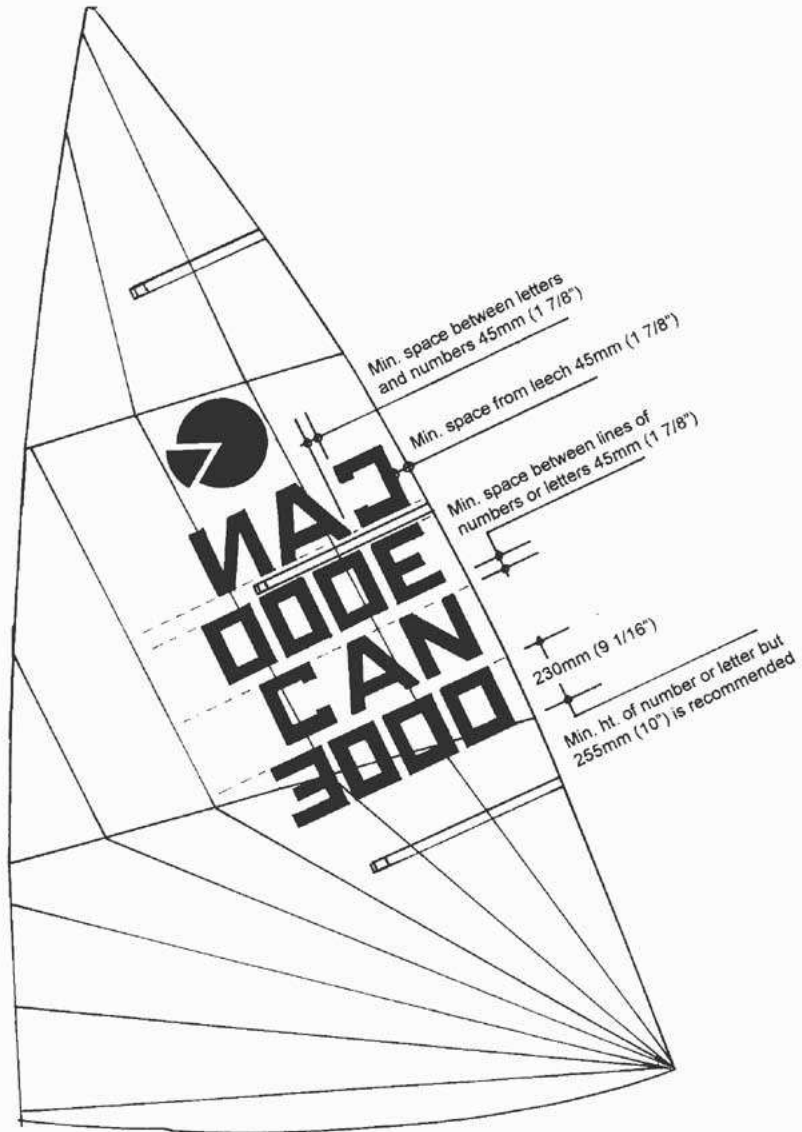


All Dimensions in Millimeters

BYTE

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Suggested Standard sail number placement



CII suggested number placement

N.B. Numbers must be 230 mm high min. and meet RRS requirements. See Stdard Sail number placement diagram for minimum RRS dimensions.

