



## **MEGABYTE Mark I Rig: Making adjustments and really getting the most from the sail**

Here's a breakdown of typical settings:

### **Light Air (Up to 10 knots (1 mph = 0.9 knots)):**

- Cunningham (Downhaul): Snug, with slight wrinkles from mast joint to clew.
- Outhaul: Loose, foot should be about one-hand's length from the center of the boom. Marks on the upper curved surface of boom for position of the hook-block, help with consistency (use white insulation tape for marking).
- Vang: Snug to just over-tight for the mainsheet tension.
- Mainsheet: Move the traveler to windward and keep the mainsheet tension loose.

### **Body weight**

- Upwind: Body weight centered slightly forward of the mainsheet block or cleat.
- Reaching: Same/slightly aft of the mainsheet block or cleat
- Downwind: As far forward as possible without feet leaving the cockpit. Heel the boat as necessary.

### **Medium Air (10 to 18 knots):**

- Cunningham: Enough to smooth out the wrinkles between clew and mast joint. Slightly less in chop, if you're not overpowered.
- Outhaul: Slightly less than one-hand's length from center of boom. Add mark to boom (use white insulation tape for marking).
- Vang: Over-tighten the vang in relation to the power in the sail plan: If overpowered, has enough vang on to prevent the mainsheet from going up when you ease the mainsheet. If not overpowered, have it snug to slightly over-tight.
- Mainsheet: Mainsheet traveler is mid –to-leeward. Sheeting in for maximum leech tension, and maximum mast bend is the most efficient form of the sail. Easing will add more power unless you have sufficient boom Vang on.

### **Body weight**

- Upwind: Body weight should be straight out from feet under hiking strap, 4" to 6" (10 – 15 cm) aft of the mainsheet block or cleat.
- Reaching: Body angled back from feet 45 degrees, move further back as you start planing.
- Downwind: Straddle the centerboard until planing, then move aft as necessary.

### **Heavy Air (18 to 30 knots):**

- Cunningham: Grommet all the way to the boom-enough to smooth out the wrinkles.
- Outhaul: Depends on how much you're overpowered. If so, maxing out the outhaul is necessary. However, if not, 3" to 4" (8 – 10 cm )at the maximum draft will give some shape. Add mark to boom (use white insulation tape for marking).
- Vang: Should be on tight enough so that when the mainsheet is eased, the traveler blocks move away from each other at 45 degrees or less from the deck. The boom should be visibly bent and should not go up at all when easing the sheet.
- Mainsheet: Depending on control of the boat and precision of driving, the mainsheet traveler is moved back to windward (watch the description of the “parabola pattern” of traveler placement in one of the Byte CII videos - <http://www.bytecii.com/byte-coaching-manual/>) - played in the puffs to depower. Keeping the bow down and the sail powered up reduces stalling and sideways movement; easing the mainsheet helps.

### **Body weight**

- Upwind: Body should be centered on the hiking strap, maximum hike.
- Reaching: Body aft of corner of cockpit, angled aft.
- Downwind, aft in the boat, front foot pushing off the front of cockpit.

### **Extra tips:**

#### **Bigger Sailor in Light Air**

- Cunningham: Should be slightly looser than others on average for power and height.
- Outhaul: Likewise, outhaul should stay looser longer as the breeze increases across the range, but not much more than one-hand's length.
- Vang: Vang should be snug at most, until hiking is necessary.
- Body weight: Body should be forward all the time. Center of weight should not be much forward of the mainsheet block, but knees at the block all the time, never aft. Looking to keep the bow knuckle in the water.
- Mainsheet: Mainsheet can be looser, and keeping the bow down for pace is best bet to maintaining VMG (Velocity Made Good).

#### **Smaller Sailor in Heavy Air**

- Cunningham: Should be maxed out.
- Outhaul: Outhaul should be close to maxed out most of the time.
- Vang: Vang should be tightened as much as you can; ease slightly for tacks.
- Mainsheet: Sheeting out allows you to keep the bow down and the boat loaded (powered up) sufficiently to prevent stalling. Sheet out between 1 to 2 feet all the time; trimming block-to-block can result in dangerously slow progress.

The series of [videos](http://www.bytecii.com/byte-coaching-manual/) in which Ian Bruce, designer of the BYTE, provide lots of valuable comment which can be translated to the Mark I and Mark II rigs of the Megabyte:  
<http://www.bytecii.com/byte-coaching-manual/>