

# DANGER SAILS

410-29TH STREET • NEWPORT BEACH, CA 92663

714/675-6970 PHONE • 714/675-6276 FAX

## Prindle 18-2 Tuning Guide Upwind

Control	Light Air (0-10 Knots)	Medium Air (11-16 Knots)	Heavy Air (17+ Knots)
Downhaul: Increasing downhaul tension induces more mast bend making the mainsail flatter	Tension to just pull the wrinkles out of the luff. Use slightly more (1 to 1-1/2") more downhaul in 0-5 knots	Start increasing downhaul tension when both sailors are flat out on the wire. At this point, you are trying to flatten the mainsail instead of easing the mainsheet	Continue to increase downhaul. If you find you are not playing the mainsheet much, ease the downhaul. If you are playing the mainsheet more than 18-24", increase the downhaul tension
Mainsheet	Trim the mainsheet hard. The leeward telltale in the third panel from the head should be stalled, then ease it until the telltale just flows. Don't be afraid to pull hard!	Trim the mainsheet the same as the light air technique until you hit the upper end the wind range. 1/4+ knots have the crew trim the mainsheet to keep the weather hull just out of the water	Try to keep the mainsheet tight. Easing the mainsheet makes the mainsail fuller. Also, the headstay will sag more, making the jib fuller. Try using more downhaul or, as a last measure, drop the traveller to depower the boat
Traveller	Centered	Centered	Centered to eased 9". Ease the traveller if that is the only way you can keep the weather hull close to the water
Rotation	Rotator pointed at the shroud chainplate	Rotator pointed at the shroud chainplate	Rotator pointed 3' aft of the shroud chainplate
Outhaul	1-2" of camber (distance between the boom and the mainsail foot) in the foot	Flat or as close to the boom as possible	
Jib Lead: Fore/Aft	2 holes of the track center	Center of the track	2 holes aft of track center
Jib Lead: Athwartships	9" inboard of the inside edge of the hull	9"-5" inboard of the inside edge of the hull. Pull outboard as you get overpowered. If it is choppy, pull the lead out earlier	As close as possible to the inside edge of the hull
Jib Luff Tension	Pull tension tight enough to get the horizontal wrinkles out of the jib luff	More tension on the luff will flatten the body of the jib and pull the draft forward	Pull the luff tension tight without developing vertical wrinkles
Weight	The skipper and crew should be forward of the shroud to keep the transoms out of the water	Skipper trapezes just behind the shroud. The crew trapezes between the beam and shroud, keeping the bow knuckle just in the water	Both skipper and crew need to move aft to keep the bow knuckle just in the water

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## Prindle 18-2 Tuning Guide Downwind

Control	Light Air (0-10 Knots)	Medium Air (11-16 Knots)	Heavy Air (17+ Knots)	"Wild Thing" Flying a hull
Downhaul	Ease 1-2" from upwind setting. A few wrinkles will not hurt. Power up...		Ease 2-3" from upwind setting	
Main-sheet	Trim to get the leeward telltale in the third panel from the head flowing at least part of the time. All telltales should flow evenly.	Trim the mainsheet so both the telltales are streaming on the backside of the mainsail	Trim the mainsheet so both the telltales are streaming on the backside of the mainsail	Trim the-mainsheet hard to get the hull flying, then ease as you bear away.
Traveller	Set the traveller 9" inside of the leeward hull. If you try to go deep, ease it down to the shear. Remember - the mainsail goes best with some twist. Pull it up 2-4" if it's wavy or you want to go fast forward instead of low			Pull the traveller to the hiking strap
Rotation	The rotator should point 20° forward of the main beam			The rotator should point 90°, or along the main beam
Outhaul	6" of camber (distance between the boom and the mainsail foot) in the foot		4" of camber (distance between the boom and the mainsail foot) in the foot	2-3" of camber (distance between the boom and the mainsail foot) in the foot
Jib Barberhauler	All the way out			Ease the barberhauler 15" to help sheet the jib in tight enough to fly a hull
Jib Sheet	Trim the jib sheet tight enough so all of the telltales break at the same time. It is important to watch the top telltale	Trim the jib sheet tight enough so all of the telltales break at the same time. It is important to watch the top telltale	Trim the jib sheet tight enough so all of the telltales break at the same time. It is important to watch the top telltale	Sheet tight to fly a hull. Ease as needed to keep leeward bow up
Jib Luff Tension	Ease as much as possible without developing horizontal wrinkles on the jib luff	Ease as much as possible without developing horizontal wrinkles on the jib luff	Ease as much as possible without developing horizontal wrinkles on the jib luff	Ease as much as possible without developing horizontal wrinkles on the jib luff
Weight	The skipper and crew should be forward of the shroud to keep the transoms out of the water	Move forward and aft as needed to keep the transom out	Both skipper and crew need to move aft to keep the bows up!!	Both skipper and crew need to move aft to keep the bows up!! Crew is on leeward hull

## Prindle 18-2 Tuning Guide

### Close Reaching

Control	Underpowered - Trying to fly a hull	Overpowered - Hull is flying and trying to keep the bows up
Downhaul	Ease 1-2" from upwind setting. A few wrinkles will not hurt. Power up...	Pull on an additional 1/2" from upwind position if possible
Main sheet	Trim the mainsheet so the telltales are streaming on the backside of the mainsail at the third panel	Play the mainsheet to stay upright. Ease traveller if you are playing more than 24-36" of mainsheet
Traveller	Centered	Ease the traveller up to 8" as needed to keep the boat flat and the bows up
Rotation	The rotator should point along the main beam	The rotator should point along the main beam. Do not worry if you cannot change it from the upwind setting...It's more important to stay upright!
Outhaul	6" of camber in the foot or distance between the boom and the mainsail foot	Flat or the foot should be as close to the boom as possible
Jib Sheet	Trim the jib sheet tight enough so all of the telltales break at the same time. It is important to watch the top telltale	Ease with puffs to keep bows up. Anticipate puffs and try to ease more jibsheet than mainsheet
Jib Luff Tension	Ease as much as possible without developing horizontal wrinkles on the jib luff	Same as upwind setting
Weight	The skipper and crew should be forward of the shroud to keep the transoms out of the water. Bows should be down, but in the water. The crew should move actively in and out (down to the leeward hull if necessary) to try to fly a hull	Both skipper and crew need to move aft to keep the bows up!!