

DANGER SAILS

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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. 14+ 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		
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	2 holes aft of track center	
Jib Lead: Athwartships	9" inboard of the inside edge of the hull	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