

# DANGER SAILS

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## Prindle 18.2 Tuning Guide

### Upwind

	Light Air (0-10 Knots)	Medium Air (11-16 Knots)	Heavy Air (17+ Knots)
<b>Downhaul</b> Increasing downhaul tension induces twist in the mainsheet flatter	Tension to just pull the wrinkles out of the luff. Use slightly more (1 to 1-1/2") more downhaul in 5-8 knots	Not increasing downhaul tension when air's sailors are flat on the water. As this point, you are using at least 1 to 2 inches of twist in 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
<b>Mainsheet</b>	Trim the mainsheet hand. The leeward side of the luff panel from the head should be walked, then ease it until the refer is just loose. Don't be afraid to pull a reef.	1" is the minimum the save is. As light air conditions exist, you hit the upper end of the range. If you know the new gain the equivalent to keep the weather luff just out of the water	Try to ease the mainsheet tight. Easing the mainsheet makes the mainsail fuller. Also the heading will sag more, making the jib fuller. The gain goes down to 1/2" as you increase, drop the 1/2" to 1" to depower the boat
<b>Traveler</b>		Centered	Centered to wind 9". Ease the traveler if that is the only way you can keep the weather rail close to the water
<b>Race trim</b>	Race trim pointed at the should straighten	Race trim pointed at the should straighten	Race trim pointed 3' aft of the should straighten
<b>Outboard</b>	1-2" of lumber (distance between the boom and the internal foot) in the foot	Flat or as close to the boom as possible	
<b>Jib Lead Forward</b>	2 blocks at the track center	Center of the track	2 blocks aft of track center
<b>Jib Lead Afterward</b>	3" inboard of the inside edge of the hull	9"-5" inboard of the inside edge of the luff. Pull outboard as you get overpowered. If it is choppy, pull the lead overboard	As close as possible to the inside edge of the hull
<b>Ib Lead Forward</b>	Put a roller in the car to get the lead out of your line out of the jib hull	More cars or a roller luff roll. Care the back of the jib and pull the sheet forward	Put one half section high without deck chair or vertical swivels
<b>W/Up</b>	1/2-3/4 ppw, and crew should be forward of the sheet to keep the weather out of the ocean	Sirper only, just behind the sheet. The crew stays between the boom and sheet, keeping it as low as possible just in the water	Both dingy and crew need to move aft to keep the bow knuckle just in the water