

DANGER SAILS

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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	
Mainsheet	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 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 Barberhailer		All the way out		Ease the barberhailer 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