

DANGER SAILS

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Prindle 18-2 Tuning Guide

Downwind

	Light Air (0-10 Knots)	Medium Air (11-16 knots)	Heavy Air (17+ Knots)	"Wild Things" Heaving a Jib
General	Ease 1-2' from upwind setting. A few services 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 boom flowing at least part of the time. All telltales should flow evenly.	Trim the main sheet as both the telltales are streaming on the backside of the main sail.	Trim the main sheet as both the telltales are streaming on the backside of the main sail.	Trim the main sheet hard to get the bill flying, then ease as you bear away.
Traveler	Set the traveler 3' inside of the leeward jib. If you try to go down, you will find it is easier to go up than it is to go down.	Reset the traveler to the main beam.	Reset the traveler to the main beam.	Pull it as near as to the flying trip.
Keelson	The traveler should point 20° forward of the main beam.			The traveler should point 90° or along the main beam.
Chartrel	6" of camber (distance between the boom and the main sail) is the rule.	4" of camber (distance between the boom and the main sail) is the rule.	4" of camber (distance between the boom and the main sail) is the rule.	2-3" of camber (distance between the boom and the main sail) is the rule.
Jib Batten	At the waterline			Ease the batten 1" to help sheet the jib in tight enough to fly a hull.
Jib Sheet	Trim the jib sheet tight enough so all of the telltale is in the same line. It is important to watch the top telltale.	Trim the jib sheet tight enough so all of the telltales are in the same line. It is important to watch the top telltale.	Trim the jib sheet tight enough so all of the telltales are in the same line. It is important to watch the top telltale.	Slide the jib to fly a hull. Ease is needed to keep leeward batten up.
Jib Tension	Ease as much as possible without developing horizontal wrinkles on the jib.	Ease as much as possible without developing horizontal wrinkles on the jib.	Ease as much as possible without developing horizontal wrinkles on the jib.	Ease as much as possible without developing horizontal wrinkles on the jib.
Weight	The skipper and crew should be forward of the sheet to keep it in tension out of the way.	Move forward until it is needed to keep the main up.	Move forward until it is needed to keep the main up.	Both skipper and crew used to raise it as keep the sheet up. Crew is in forward hull.