DANGER SAILS
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Prindle 18-2 Tuning Guide
Upwind

Control	Light Air (8-10 Knots)	Medium Air (11-16 Knots)	Heavy Air (17+ Knots)
Downhaul: Increasing downhaul tension induces more mast bend, making the sail more full	Easing to just pull the wrinkles out of the luff. Use slightly more (1 to 1-1/2") mast downhaul in 0-5 knots	Start increasing downhaul tension when luff pulls out flat on the wire. At this point, you are trying to flatten the mainsail instead of making the mainsheet	Continue to increase downhaul. If you find you are not playing the mainsheet much, use the downhaul. If you are playing the mainsheet more than 1-2", increase the downhaul tension
Mainsheet	Trim the mainsheet hard. The lowest difficulty in the third press than the head should be sailed. Use care in until the mainsheet flows. Don't be afraid to pull hard	Trim the mainsheet the same as in light air technique until you hit the upper end the wind is up. Use boom low the aft when the mainsheet to keep the weather luff just out of the water	Try to keep the mainsheet right. Easing the mainsheet makes the sail much fuller. Also, the boomer will tug more, making the job fuller. Try using more downhaul or, as a last measure, drop the traveller to depower the foot
Traveller	Centered		Centered or weed 9". Use the traveller if that is the only way you can keep the weather luff close to the water
Runners	Runner pointed at the shroud chainplate	Runner point off in the shroud chainplate	Runner pointed 5" 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 aft of the mast center	Center of the track	2 holes aft of track center
Jib Lead: Athwartships	3" inboard of the inside edge of the hull	3"-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 luff zone 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	Two skipper and crew should be forward of the shroud to keep the transom out of the water	Skipper moves just behind the shroud. The crew moves to hike the boat and normal, keeping the bow breaking free in the water	Both skipper and crew need to move aft to keep the bow from dipping just in the water