

DANGER SAILS

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Prindle 18.2 Tuning Guide

Upwind

Control	Light Air (10-16 Knots)	Medium Air (17-16 Knots)	Heavy Air (17+ Knots)
Downhaul Intruding overboard ension induces tension may bend backing the masthead flatter	Tension to just pull the wrinkles out of the luff Use slightly more (1 to 1-1/2") than downhaul on 5-5 lines	Not increasing downhaul tension when air's sails are flat on the water. At this point, you are using at least 1 to 2 inches of easing the main sheet	Continue to increase downhaul. If you find you are not playing the main sheet much, ease the downhaul. If you are playing the main sheet more than 18-24", increase the downhaul tension
Main sheet	Trim the main sheet head. The head should settle in the luff panel from the head shroud. As needed, then ease it until the telltale just flows. Don't be afraid to pull a reef.	Trim the main sheet the same as the light air condition. You have the upper and the wind age. If you know how the new sail die equivalent to keep the weather flut, you can of the sail.	Try to keep the main sheet tight. Easing the main sheet makes the main sheet flatter. Also the head will sag more, making the job flatter. Try easing more downhaul at a time in ease, drop the 2-4 inch to downhaul the sail.
Traveler	Centered	Centered	Centered to wind 5'. Ease the traveler if that is the only way you can keep the weather all close to the water.
Rotation	Rotator pointed at the shroud chainplate	Rotator pointed at the shroud chainplate	Rotator pointed 3' aft of the shroud chainplate
Outboard	1-2" of lumber (distance between the boom and the mainmast foot) in the foot	Flat or as close to the boom as possible	
Jib Lark Tension	2 holes at the track center	Center of the track	2 holes all of track center
Jib Lark Afterwards	5" inboard of the 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 sail overboard.	As close as possible to the inside edge of the hull
Jib Lark Tension	Pull tensioner just enough to get the luff set. Pull wrinkle out of the jib luff	More tension on the luff set. Ease the luff of the sail and pull the sail down.	Pull the luff tensioner tight without developing vertical wrinkles.
Warp	1/2-3/4 inch, and crew should be forward of the boom to keep the boomers out of the way	Slipper only sail. Let behind the sheet. The sheet makes a between the boom and sheet. keeping the boom backable just in the way.	Both slipper and crew need to move all to keep the boom knuckle just in the way.