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## FACTS THAT YOU SHOULD KNOW ABOUT THE ISLAND NAUTICAL DODGER

The Island Nautical dodger is designed for maximum visibility, coverage and utility in a dynamic sailing environment. In short it is one of the best ocean going dodgers on the market. Before purchasing an Island Nautical dodger it is important to understand all of the positive design features as well as the trade offs.

1. The Island Nautical dodger is designed for your boat based on an original template of the same model. This produces a tremendous cost savings, of in certain areas, up to as much as 50% less than the price of a custom made dodger

2. The Island Nautical dodger is designed to have mean / median height of five feet from cockpit sole to the top of the dodger in order that the helms person can see over the top of the dodger. Forward perspective is maximized by the use of distortion-free 30 gauge optically clear plastic windshield, and summer cooling ensured by a standard zippered front window.

3. The Island Nautical dodger has a unique tensioning system utilizing turn buttons on the forward edge and frame tensioning lines aft. Both devices ensure a taut, sharp looking dodger.

## TRADE - OFFS

1. No two dodgers (except on the same boat type and model) will look alike due to cabin top configuration; however all are similar in appearance.

2. On certain boats, due to windshield angle or length of wing, cabin mounted or cockpit mounted winches *Must be ratcheted. a full 360 degree turn is impossible, this is a trade off.* A solution to a wing / winch interference is to roll the leeward wing between the frame and the dodger itself thus facilitating a close working of the genoa sheet.

3. Island Nautical tires to provide maximum coverage on all of its dodgers; however, coverage on boats with a bridge deck traveler is somewhat restricted. (Coverage is defined as the amount of cockpit covered by the top of the dodger from the cabin moving aft). In certain instances involving boats with bridge deck travelers it is occasionally necessary to move the boom bale aft a few inches.

4. On certain boats with cabin mounted main sheet travelers, the traveler lines must be operated through the window zippers. The reason for this is that cutting into windshield plastic, coupled with radical upward motion of a traveler line being broken from a jam cleat, will destroy the windshield plastic in no time at all.

5. A dodger is not designed to give overhead protection for the helms person but will afford some degree of protection from wind and salt spray. It will provide overhead and spray protection for a limited number of crew members beneath it. In order to provide overhead protection for the helms person and cockpit area a zip-on aft cover is required. It is important to note that only boats with mainsheets and traveler on the cabin top can utilize the aft awning while sailing.