

IMPROVEMENTS TO *TOUCHSTONE* BY GEOFF COAD SINCE PURCHASE IN 2003

ON DECK:

1. Bow fitting removed, rebedded and refitted with 4X8mm bolts through a new stainless steel plate on outside of stem. Bow fitting deck plate bolted down through deck with 4X10 mm bolts through a SS backing plate below deck. The 6 mm plate fastening point for forestay now beefed up to 12mm. This bow fitting was a weak point on the Mark 10's.
2. Pulpit originally had just one forward leg to bow fitting. It now has two extra legs down on to deck plate and bolted through. The two aft legs now mounted on 8mm tufnol deck pads.
3. Heavy duty U bolt deck fitting for portable inner forestay fitted on deck pad 17" aft of new sheafer roller forestay backed up below by adjustable fitting bolted through stem.
4. Anchor well removed from deck to provide much improved space to forward berths – void filled in with ply wood and heavily glassed top and bottom to provide a really solid deck.
5. New lofrans "Caymen" electric windlass fitted. Damaged deck in way of old high speed hand windlass fully replaced and new windlass mounted on heavy glassed over deck pad.
6. All stanchions removed and replaced with some new and two extra to allow full movement on the genoa tracks unimpeded by stanchions Top life line is now 27" from deck. This allows full clearance of winch handles on sheet winches.
7. All rigging chain plates removed and rebedded.
8. Iroko box constructed around mast base and bolted through deck. Very useful for all halyard tails, winch handles, etc.
9. New stainless life raft bracket fitted to cabin top.
10. Rather badly installed wheel steering removed. Heavily constructed bulkhead fitted across cockpit to form poop deck similar to earlier marks, but with a top hatch. Enough space for two folding bikes plus buckets of other gear. Full width main sheet track installed on forward edge of this locker.
11. 4 original ¾ inch cockpit drains which led into two 1" seacocks replaced with 2X1 ½ " drains leading to 2 X 1 ½" bronze skin fittings and 2 new ball valves.
12. New 12" wide removable shelf fitted just behind the cock pit bridge deck, provides nice space for sunbathing on a sunny day.
13. Companionway wash board slides beefed up with stainless flat inside and out.
14. Seat fitted to pushpit (removable) popular spot on watch on fine day.

15. New aft cockpit locker necessitated a redesigned rudder head/tiller fitting. This is a heavily constructed SS fitting which allows the tiller to be raised at any angle or parked in upright position when at anchor or harbour. Bushings will never have to be replaced again!!
16. Instruments which were on the old wheel pedestal are now on a bracket over the main hatch.
17. The two large side window frames also the slim athwart-shipwindow in the main saloon area were removed to facilitate the relining of the saloon sides. The alloy frames were corroded so were replaced with SS and through bolted.

BELOW DECKS:

18. All ceiling linings were replaced throughout the boat and ply panels also replaced where necessary. All side and bulkhead linings replaced throughout. Insulation fitted where possible behind side panels.

FORWARD CABIN:

19. Shoddy chain locker was dismantled and rebuilt with good ply and then lined with fibreglass. Some new access panels under berths.
20. Infill for triangle between berths to form very large double berth.
21. Sail bin forward – scraped down and repainted.
22. Nets fitted port and starboard for clothes storage, etc.

HEADS:

23. Manual pump out for wash basin fitted.
New wooden paper roll holder, also new toilet roll holder.
New florescent light
Hanging locker behind sea toilet cleaned out and repainted.

SALOON AREA:

24. Extra inspection hatch fitted to main water tank to enable easy cleaning.
25. New stainless water tank fitted under port bunk for drinking water -12 gallon, filter on pump at galley sink.
26. New “Taylors” diesel fired cabin heater which we find excellent.

27. New "Pioneer" Stereo and speakers fitted for very good sound.
28. Four new fluorescent light fittings overhead and at cooker. Extra chart table type lights at bunk heads for low wattage reading.
29. New gas alarm.
30. Shock-cord topped stowage pouches – port and starboard of saloon berths.
31. Alloy bilge diesel tank found to be corroded so replaced with SS tank with inspection hatch for cleaning – 63 litres.
32. Extra SS diesel tank also with inspection hatch fitted under aft end of starboard bunk linked up to bilge tank and also feeds cabin heater – filler on deck – 56 litre.
33. Electric SU fuel lift pump – fitted to bilge tank. This makes bleeding the fuel system very simple.
34. Extra dividers fitted below chart table for almanacs, etc.
35. Wood kitchen roll holder over sink.
36. High sided drip tray fitted over ice box which stops wash up water getting into ice box. Also useful for cleaning fish, etc.
37. 2 new SS sinks – one small for drip drying plates, etc. Also manual pump out so no clogging and no loss of water when boat falls off a wave.
38. All new calorifier and pressure pump, piping taps, etc. Calorifier has immersion heater for when shore power is available.
39. Saloon side lockers were remade inside and insulation fitted outboard now much more spacious.
40. Under port and starboard saloon berths, I cut out rectangles and made them into drop in hatches and fitted 5" high board across the inside of the under berth locker doors. This enables the lockers to be used for storage for tins or bottles, etc from either top or sides, now they do not all end up on the cabin floor when on the wind.
41. Rudder removed and nylon bush fitted to stock to stop top of rudder bearing against hull. Bronze rudder strap reconditioned, bronze rudder shoe refurbished with new pintle.

If all the aforesaid improvements and replacements were done in a boat yard they would have cost more than the asking price of the boat!! All improvements have been done to boat yard standard as a labour of love. She is truly ready to sail away.