

MARK I – WOOD 1958 -



The original Wayfarer was designed for construction by both amateur and Licensed Builders.

The wooden boat is extremely sturdy, a factor which was demonstrated by Frank Dye when he encountered ferocious gales on his trip to Norway (his boat W48 Wanderer, is displayed in the National Maritime Museum in Falmouth, Cornwall). There are also many boats built over 30 years ago which are still racing competitively. A wooden boat requires greater maintenance than a GRP boat.

MARK I – GRP 1965 - 1980



This design, introduced in 1965, was the first transition from wood to GRP, and is similar in layout to the wooden boat. Over two thousand boats of this type were built, with many still in regular use. Its most noticeable feature (of difference to other marks) is that the forward buoyancy tanks fill most of the area beneath the foredeck, and it has either an inspection hatch with a rubber airtight seal or a large watertight hatch making it suitable for storage when cruising.

This version was superseded by the Mark II and Mark 1A designs, and is no longer in production.

MARK II – GRP 1974 - 2007



This design was introduced in 1974, and included a number of improvements, particularly the front and rear buoyancy tanks being built into the hull before bonding on the deck. Additional strengthening has been given to the hull to support the floorboards. The main noticeable feature of the Mark II is a shelf between the front buoyancy tank and the foredeck. This provides for easy access when storing items for cruising, though any gear to be kept dry in the event of a capsize needs to be stored in waterproof 'Dri-bags'.

MARK II SD – GRP 1986 - 1994



This self-draining (SD) design was first made in 1986, and introduced for the benefit of those owners who kept their boats on moorings, since any water automatically drained from the two self-bailers on each side of the hull. The sealed area between the floor and the hull raised the floor above

the level of the water. It also tended to cause the boat to invert more easily after it has capsized, and it is advisable to use sailhead buoyancy. After righting the SD from a capsize water tends to surge from one side of the boat to the other, causing instability. To help overcome this, drain tubes are allowed to be fitted through the stern tanks of the SD, and they are permitted to be used during Class racing.

MARK IA – GRP 1987 - 2007



This type was first built in 1987, and combines all the Mark II improvements in the design, with the Mark I concept of having a full under-foredeck bulkhead. Unlike the Mark I though, this bulkhead is divided horizontally into two watertight compartments, each with its own large sealed cover. It was designed to give added storage space for cruising.

PLUS S – GRP 1991 - 2007



By introducing sandwich construction for the hull and chines and strengthening the structure of the mast tabernacle in 1991, the hull of the GRP Wayfarer was given the same degree of stiffness and weight distribution as that of a wooden Wayfarer, thereby negating any advantage that racing owners of wooden boats felt they had over the GRP ones.

The design of the forward bulkhead reverted from the shelf on the Mark II to the Mark I concept of having a full depth tank with only a small inspection hatch access (though a larger cover is available for cruisers if required).

MARKS IA, II AND PLUS S - COMPOSITE

The design of each boat remains entirely the same, and the hull, buoyancy tanks and other fittings are made from GRP. The deck, however, is made in wood, giving the boat the appearance of a wooden boat with a painted hull.

SERIES 2 – GRP 1993 - 2007



The Series 2 design contains only a few minor modifications and changes to the above marks. Series 2 boats have a more modern appearance, a wider centreboard case, a different under floor structure, which is wider and more supported.

The main way for someone to recognise a Series 2 boat is that the side decks have a small outward return of the edge panel.

WAYFARER WORLD – GRP 1997 -



The design of the Wayfarer World retained the shape of the outside hull and the minimum weight remained the same as the original design, but the inside shape was radically changed to accommodate more modern features such as asymmetric spinnaker and optional chute, a self-draining facility and ease of maintenance, there being no wooden parts. An asymmetric spinnaker rig may optionally have been fitted, but is not allowed for class racing. The inner hull moulding was in one piece and formed integral sidedecks, sides and floor. The design is self-draining and transom flaps are fitted as standard, these may be used when racing against other versions of the boat.

WAYFARER WORLD S TYPE – GRP 2002 -

The Wayfarer World S Type is generally similar in layout to the standard Wayfarer World, however, the hull incorporates the same foam sandwich construction that can be found in the Wayfarer Plus S, thus giving the increased panel stiffness of the Plus S, but incorporating the adaptable layout and more modern appearance of the Wayfarer World.

MARK IV 2007 -



Most recently Phil Morrison has revamped the design of the Wayfarer which is now built by Hartley Laminates. The Mark IV is modern in construction method and appearance, comfortable to sit out, and in the event of a capsize, self-draining after being righted.

The Wayfarer continues to be popular among training, day sailing, cruising and racing boat owners. The same basic design can be optimised for the boat's versatile uses. The cruising and training versions of the Mark IV are produced from GRP, whereas the race version is built from foam sandwich and has increased stiffening.

Regardless of use, the boat is completed by the builder, who is also the copyright holder, to a very high standard.

The use of cubitainers in the buoyancy compartment provides an additional level of safety new in the Mark IV. These would ensure the boat continued to float even were the hull to be damaged.



The original Wayfarer was designed for construction in wood. The Mark IV is made entirely in glass reinforced plastic (GRP).

The introduction of GRP allowed for a design which was easier to build and which required less maintenance. All GRP boats have solid foam blocks or cubitainers fitted into the buoyancy tanks to prevent the boat sinking, even if the tanks are holed.

Since the design of the original Wayfarer, there have been a number of configurations differing slightly in both materials used, and internal layout. Each modification has been carefully considered and only accepted after being scrutinized by the Association. This has preserved the one design principle, allowing all Wayfarers to race together on even terms. It has also helped to maintain the boat's second-hand value.



WAYFARER VINTAGES

<i>Date Range</i>	<i>Sail Numbers</i>
1958 – 1960	1 - 318
1961 - 1965	319 - 1157
1966 - 1970	1158 - 2714
1971 - 1975	2715 - 4852
1976 - 1980	4853 - 7300
1981 - 1985	7301 - 8155
1986 - 1990	8156 - 9018
1991 - 1995	9019 - 9679
1996 - 2000	9680 - 10200
2001 - 2005	10201 - 10440
2006 – 2010	10441 – 10772
2011 – 2014	10773 - 11054

All dates are approx and intended as a guide only.



For further information please visit
www.wayfarer.org.uk



Wayfarer Versions & Vintages
 A BRIEF OVERVIEW