

A photograph of rowers in a boat on a body of water. The rowers are wearing red tank tops and yellow and black sunglasses. They are holding oars with red and black handles. The background is a blurred blue sky and water.

Our Boat Buying Guide



Choosing the right boat is impacted by several important factors. Having the resources and basic knowledge to ensure you are asking the right questions is step 1. Our Boat Buying Guide outlines a series of considerations and a glossary of technical terminology to help you choose the right boat for you or your club.

What are your current goals?

Understanding your program's status and goals are important points to consider when selecting equipment for you or your club.

ARE YOU A START-UP LOOKING TO BUILD A FLEET FROM SCRATCH?

ARE YOU AN ESTABLISHED PROGRAM AT A POINT OF GROWTH LOOKING TO IMPROVE YOUR FLEET?

ARE YOU AN ADVANCED PROGRAM LOOKING TO BE OR STAY HIGHLY COMPETITIVE?



AHEAD
OFF AND
ON THE WATER

Rowing Under

nesota-Bronson,



Who is going to row the boat?

You need to know who is going to row the boat, as this will affect the hull shape and the size of boat you are going to need.

ARE THEY NOVICE? INTERMEDIATE? ADVANCED OR VARSITY?

LEARN TO ROW, COMPETITIVE, GENERAL RECREATIONAL OR GENERAL FITNESS?

WHAT AGE RANGE ARE THE INDIVIDUALS: SCHOLASTIC / YOUTH, SENIOR / ELITE, MASTERS?

Our racing boats

WINTECH Racing offers a complete line-up of shells ranging from singles to eights, training to competitive, entry-level to the best money can buy.

Build your fleet WINTECH Racing.



For elite and aspiring elite level athletes.

The Cobra is designed for those looking for the stiffest and fastest racing boat money can buy with no compromises. Perfect for those who simply want the best-in-class.

This full one-piece unidirectional carbon fibre hull paired with our state-of-the-art carbon fibre bow mounted rigger offers the highest stiffness and performance on the market.



For those looking for the extra edge in comps.

The Medalist is designed for competitive athletes looking for an extra edge in competition.

This all unidirectional carbon, DuPont honeycomb core racing shell offers enhanced stiffness and performance over our International and Competitor models.



For competitive athletes and clubs.

The International is designed with the best price-value relationship in mind, for those just starting out to elite caliber athletes.

This dual carbon-laminated full DuPont honeycomb cored racing shell is a stiff yet durable high performance option. It offers the same (or better) material and construction methodology choices as other elite level boat builders but at a more affordable price.



For training, novice and those on a budget.

The Competitor is designed to be a long lasting club workhorse, strong enough to be a development boat with the same shape as the upper models for competitive racing.

This gel coated fiberglass and carbon single-skin training shell is extremely durable. The bulletproof quality and forgiving single-skin hull offers excellent impact resistance under the waterline for a great price.



For youth racing and development programs.

For youth racing and development programs. Designed for entry level activity, this training single features a durable gel-coated fiberglass hull, hard-coated aluminium wing riggers, and 3-chamber closed-hull construction.

The much lower price point than the rest of our range-making fleet purchases possible for most clubs for getting as many children out on the water at one time as possible.



Where will the boat be rowed?

The body of water where the boat will be rowed impacts what hull materials you may want to consider.

OCEAN / OPEN WATER SUSCEPTIBLE TO LARGE SWELLS?

AN ACTIVE RIVER OR LAKE EXPOSED TO LARGE BOAT TRAFFIC, DEBRIS, BRIDGES, OTHER OBSTACLES?

SHELTERED RIVER OR LAKE FREE OF EXTREME TRAFFIC, DEBRIS, OTHER OBSTACLES?



How are you going to use the boat?

The intended use of the boat also goes towards determining what hull shape and material are best.

PURELY RECREATIONAL

TO TEACH BEGINNERS

PURELY FOR TRAINING

TRAINING AND RACING

PURELY FOR RACING



What size boat do i need?

Much like clothing nomenclature (i.e. small, medium, large), boats come in different sizes. Hull sizes are designed to suit rowers/crews of varying average weight, height, and skill level.

SUPER LIGHTWEIGHT (SLW) - Designed for lightweight and/or junior women with good rowing skill. Novices might be better suited in a (LW) shell. Fits average crew of 55-65 kg depending on model.

LIGHTWEIGHT (LW) - Ideal for all juniors and lightweight men of any skill. Fits average crew of 70-80 kg depending on model. Crews that weigh towards the upper limit might consider the (MW).

MID WEIGHT (MW) - Popular shell for open class women and mid weight men. Fits average crew of 80-85 kg depending on mode Crews that weigh towards the upper limit might consider the (HW).

HEAVYWEIGHT (HW) - Shell designed for heavyweight men at all skill levels. Fits average crew of 95kg + depending on model. tall crews might consider a Heavyweight-Stretched size.

HEAVYWEIGHT - STRETCHED (HW-S) - Designed for tall, heavyweight men at all skill levels. Each station length is 0.6m longer than the Heavyweight. Fits average crew of 95kg + depending on model.



Industry leading materials

The difference is in the details. At WINTECH Racing, we realise materials are not all the same which is why we have developed deep relationships with industry leading suppliers and use these in the construction of our boats.

UNI-DIRECTIONAL CARBON

A cloth made up of parallel-oriented carbon fibers held together with some type of binding agent (e.g. epoxy) so it doesn't fray. "Uni" is ideal when strength is primarily needed in one direction more than any other. This reduction in excess cross fibers in a woven carbon saves unnecessary weight.

WOVEN CARBON

A woven fabric made up of carbon tows (think yarn). Tows are comprised of bundles of thousands of carbon atom crystals aligned in parallel (think thread). Woven carbon fiber is most known for its high strength-to-volume ratio and exceptional stiffness, but is more costly and brittle than other options.

FIBERGLASS

A glass fiber reinforced plastic woven into a sheet. While fiberglass is a lightweight and resilient material at a fraction of the cost of carbon or Kevlar®, it is not nearly as strong or stiff.

NOMEX® CORE

A sheet of honeycomb cells made out of a proprietary DuPont aerospace-grade synthetic fiber. The cell structures allow it to be flexible, which makes it perfect for use in tight radius curves, such as boat hulls. Nomex® is used when high strength-to-weight ratios are required.

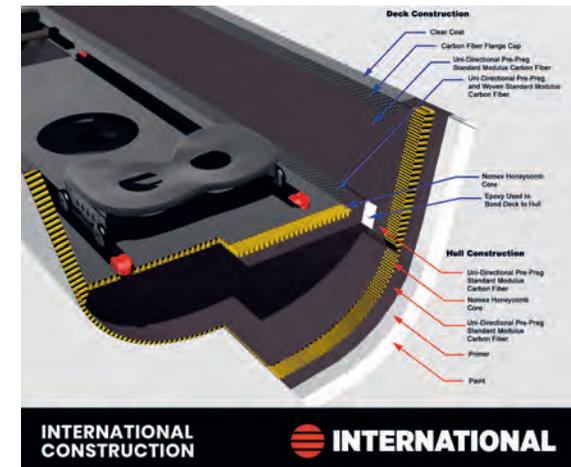
KEVLAR®

A proprietary DuPont synthetic fiber that can be woven into fabric. Kevlar® also has very high strength-to-weight volume ratio but is heavier and less stiff than carbon. The upside is that Kevlar® has better fatigue resistance & is less expensive.

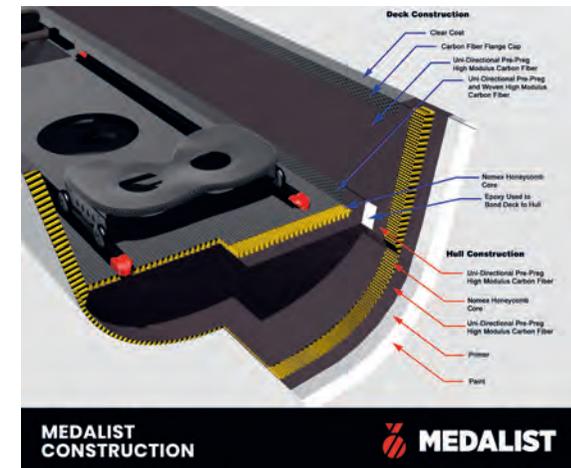
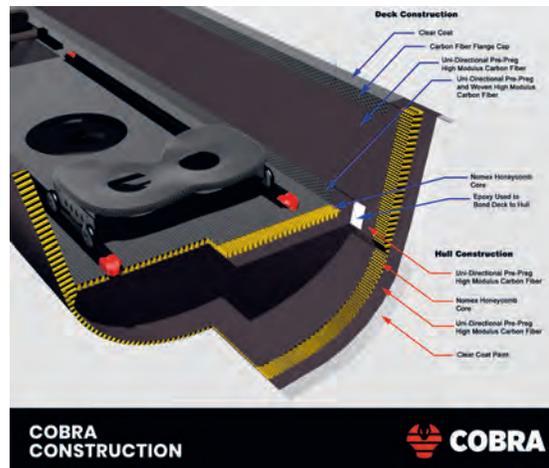


FULL CORE HULLS

Sandwich construction boats are lighter and stiffer than their single-skin counterparts due to a honeycomb core, making them more suited to high performance use. Although still pretty resilient, a very stiff hull of this type of construction is a little more susceptible to damage from bangs and knocks. Full core construction is utilised in our Cobra, Medalist & International construction models.

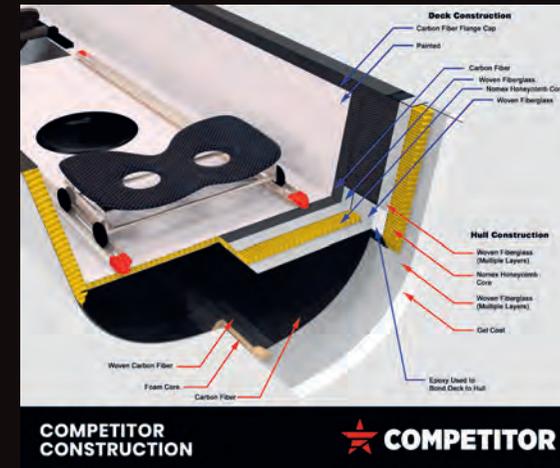
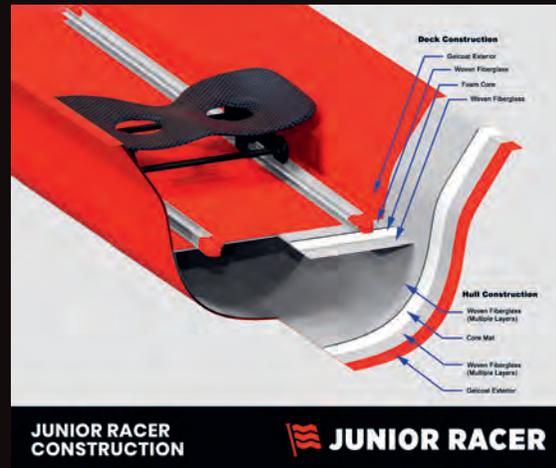


Boat fabrication



SINGLE SKIN HULLS

Single-skin construction boats tend to be hard-wearing with a little 'give' in the hull which helps absorb the odd knock in the boathouse or while being transported. They are a little heavier, but are ideal for novice crews and general club use where the boats are likely to take some general punishment, but still perform when needed. Single skin construction is utilised in our Competitor construction models.



PRE-PREG CONSTRUCTION

Pre-preg fabrics are created with computerised machines that infuse fabric with preset amounts of resin, resulting in precise laminations.

HARD-COATING ALUMINIUM

The process of Hard-coating Aluminium (Type III Anodisation) results in a super hard finish, protecting against corrosion and abrasion.

PRESS-MOLDED PARTS

Made under multiple tons of pressure, these small parts are extremely durable, lightweight and have a durable epoxy finish.



Rigger components

The components that make up the primary “touch points” are the Rigger (hands), Seat (butt), and Foot Stretcher (feet). These ancillary parts come in various materials and constructions producing varying levels of performance and price.



OUT-RIGGER

Mount on outside of boat in a standard 3-point structure. The hull typically features rib construction to support rigging and reinforce against flexstress. Out-riggers are a more affordable option but tend to result in heavier overall boat weight.



CROSS WING

Mount a top gunwales across each seat station just in front of foot stretcher. Hull is typically rib-less as riggers provide added flex stress stability. Wing riggers tend to cost a little more but reduce overall boat weight.



BOW-MOUNTED WING

Similar to cross wing rigger except positioned across the gunwales behind each rower station. Bow mounted wing riggers tend to be more expensive but result in higher boat efficiency and performance.



RIGGER MATERIAL

Riggers are primarily constructed out of either woven carbon or anodized aluminium. With carbon riggers being lighter and stiffer at a higher price-point.



Seats & Foot Stretchers

SEATS

Seats are primarily constructed out of wood or woven carbon which impacts weight and cost. Carbon reduces overall weight but is more expensive.

FOOT STRETCHER

Foot stretchers are often made out of woven carbon or wood, and come with either clog straps (used with regular sneakers), or mounted shoes made from canvas and/or synthetic materials designed to be light, comfortable, and quick-drying performance and longevity is the objective.





CZECH
REPUBLIC

CZECH
REPUBLIC



Finally – let's pull it all together

Understanding your needs will help guide you and your local sales rep towards finding the perfect shell. While there are always exceptions, as a general rule of thumb we recommend:

LEARN-TO-ROW / NOVICE

Probably best with single skin fiberglass for its toughness and low cost. Stern-mounted aluminium wing riggers and wooden seats help keep costs down. Clog foot stretchers or canvas shoes will suit beginners well.

INTERMEDIATE COMPETITIVE

Probably best with sandwich Kevlar, with stern-mounted aluminium wing riggers for sweep boats or bow-mounted riggers when available for sculling. Wooden seats can be used to keep costs down, while carbon will provide some weight savings. Basic canvas shoes are perfectly suitable for intermediates.

ADVANCED COMPETITIVE

Probably best with sandwich carbon, with stern-mounted carbon fiber wing riggers for sweep boats or bow-mounted riggers when available for sculling. If in the budget, carbon seats and higher-end shoes further enhance performance.

WINTECH Racing has a wide range of boats to satisfy virtually every need.

For more information visit:

wintechracing.com

R O W

T H E

F U T

U R E



wintechracing.com