Wooldridge Boats has been blessed with many customers of superior boating skills over almost 100 years of boat building. These are folks from whom we share and learn. These relationships speed along the evolution of boats, as was the case with the AK XL Sportjet and TJM (Alaska Outdoors Forum/Alaska Power Boating).

This guy is a serious boater and his photo and video work is heralded by many. His forte is Sportjets and he recognizes and appreciates boat designs that work.

That fact resulted in TJM buying the first Wooldridge AK XL with a Sportjet (200hp Optimax powerhead with Mercury inboard jet drive) for sporty performance and great handling. He’s been putting it through the paces and posting on Alaska Powerboating as he continues to run and challenge the boat.

We excerpted some of his comments from an earlier post to share his thoughts on the Wooldridge AK XL Sportjet.

“I have spent hundreds of hours running sport jets…it is my opinion that the Wooldridge is, hands down, the best sport jet that I’ve been around.

Here’s a run down of the traits of the boat that put it at the top of my list…

Weight hauling
Hauls more weight…that fact has been proven to me multiple times…just a function of the hull design.

Handling
Absolutely no comparison to any sport jet I’ve been in. You have to take a ride to appreciate it…

Shallow water running
The boat will absolutely run as shallow as any other competing sport jet

Cavitation
A lot less than any other sport jet I’ve experienced. I believe that is largely due to not having a tunnel…the boat simply stays hooked up…

Noise
Less than any other sport jet I’ve been in…noticeably quieter…we tested it with the decibel meter to confirm what our ears were telling us…it is quieter

Fit and finish
Again, no comparison here…the boat is absolutely solid and very well built…I think that contributes to the lower noise levels in the boat…

Ride quality
Here’s something that my wife commented on immediately - the boat is quite a bit smoother than any other sport jet I’ve experienced…I know that there are a few other sport jets out there that are smooth as well, ie, the Willie and Hewes…I’ve just never been in one so I can’t compare…

Visibility
No need to stand up any more…I just don’t feel the need

Wooldridge Boats hull design, I suppose…

| AK XL Sportjet: ‘Impressive!’ |

<table>
<thead>
<tr>
<th>SPECIFICATIONS</th>
<th>20’ AK XL</th>
<th>23’ AK XL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>20’10”</td>
<td>23’10”</td>
</tr>
<tr>
<td>Beam</td>
<td>98.5”</td>
<td>98.5”</td>
</tr>
<tr>
<td>Side Height</td>
<td>29”</td>
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<tr>
<td>Side Gauge</td>
<td>1/8”</td>
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<tr>
<td>Bottom Width</td>
<td>76”</td>
<td>76”</td>
</tr>
<tr>
<td>Bottom Gauge</td>
<td>1/8”</td>
<td>1/8”</td>
</tr>
<tr>
<td>Bottom Gauge in Center</td>
<td>5/16”</td>
<td>5/16”</td>
</tr>
<tr>
<td>Weight (open)</td>
<td>1920 lbs.</td>
<td>2070 lbs.</td>
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<tr>
<td>Weight (windshield)</td>
<td>2020 lbs.</td>
<td>2170 lbs.</td>
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<tr>
<td>Fuel Tank</td>
<td>52 gal.</td>
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<td>Motor H.P.</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>Deadrise</td>
<td>9°</td>
<td>9°</td>
</tr>
</tbody>
</table>
Standard Features for Wooldridge Alaskan XL SJ

Windshield
- Lifetime Limited Hull Warranty to original buyer
- Wooldridge Full Support Structure System
- Formed corrosion bottom, with 4 corrugations, 2 on each side of keel
- Corrugation re-enforced w/ schedule 40 6061-T6 pipe
- Extended bottom trim plate
- Center of hull reinforced to 5/16" thick by 17" wide through planing surface
- 200HP Mercury Optimax Sportjet engine &
- Large removable motor access panel on transom
- Diamond plate swim step covering jet on transom
- Aluminum mufflers
- Fresh water clean out attachment for motor
- Hinged aluminum motor cover
- Built-in, under-floor aluminum fuel tank, baffled
- Secondary fuel feed off tank for kicker fuel
- Stand-up gunnels with toe kick
- Meets U.S.C.G. standards on boats 20' and
- Dual rod storage racks
- Enclosed transom w/ bilge blower
- UV treated vinyl exterior side color & pin stripe package
- Welded bow and stern eyes
- Welded Sport rails
- Welded bow cleat
- Storage enclosure under front step deck w/ locking door
- Diamond plate bow cap
- Gas/Water separator
- 6 panel power source, w/ sealed switches and fuses
- Navigation / Running lights
- Electric horn
- Back lit fuel gauge

Console - added features
- Welded center console with storage and shelf
- Recessed diamond plate step deck

Console - deleted features
- No windshield wiper
- No storage boxes or seats

Porpoising
The Wooldridge does not porpoise like the other sport jets I’ve experienced…it is a boat, so I’m sure some condition will cause it to porpoise, I’ve yet to find it.

Room
Pretty simple, more room…the boat is a touch wider and the dog house is substantially smaller, so less wasted space inside.

Slow speed ability
All of the sport jets can run relatively slow…this one runs the slowest of any I’ve been in…

and last but not least…Customer service…there are a lot of builders that treat customers well…Wooldridge is among the best.

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Boost Sportjet Reverse w/ Wooldridge Bucket and Flow-Tec Linkage

Sportjet owners have longed for an improved reverse and Glen Wooldridge has created one.

Wooldridge boosted the Sportjet reverse by redesigning the bucket to flow water at the best angle for more thrust. Also included: New linkage designed by Flow-Tec, which greatly improves shifting ability by taking the pressure off the cable and shifter.

Many options available!

September 2015

Boost Sportjet Reverse & Flow-Tec Linkage

Cables & Controls, or with large two-piece walk-thru windshield. Outboard prop or jet, Sportjet power.

NEW

OLD

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Other Fine Wooldridge Boats to Consider

Alaskan
- 17'8", 5' bottom, 23" sides. Semi-V, 9" formed-rib hull with Wooldridge jet tunnel. Open boat as tiller or console, or w/ large two-piece walk-thru windshield. Outboard prop or jet power.
- 20', 22' & 25'. 6' or 6'6" bottom, 26'6" or 30'. Semi-V, 17° in bow to 12° aft. Wide body, deeper V offered. Open boat w/ center or stern console. Or w/ large two-piece walk-thru windshield. Inboard jet power.

Sportster
- 17'3" & 20'3", 6' bhm. 28' sides. Semi-V 18° in bow to 10° aft on outboards, 12° in transom on inboard jet. Open as tiller or console, or w/ large two-piece walk-thru windshield. Outboard prop or jet, Sportjet or Inboard jet power.

Alaskan XL
- 17'10", 20'6" & 23'10." 76' bottom, 29' sides. Semi-V, 9" formed-rib hull with Wooldridge jet tunnel. Open boat as tiller or console, or w/ large two-piece walk-thru windshield. Outboard prop or jet, Sportjet power.
- 20', 23' & 26'. 7' bottom, 28' or 34'. 40' deep-V in the bow to 18° in transom. Many configurations: open console boat, walk-thru windshield, hard cabin or cuddy design. Out-board prop power.

Sport
- 17'3", 20'3", 6'6" bottom, 28' sides, 30° deadrise in the bow to 10° in transom. Open as console or tiller or with the large two-piece walk-thru windshield. Outboard prop power.

SS Offshore
- 20', 23' & 26'. 7' bottom, 28' or 34'. 40' deep-V in the bow to 18° in transom. Many configurations: open console boat, walk-thru windshield, hard cabin or cuddy design. Out-board prop power.

Super Sport Drifter
- 20', 23' & 26'. 7' bottom, 28' or 34'. 40' deep-V in the bow to 18° in transom. Many configurations: open console boat, walk-thru windshield, hard cabin or cuddy design. Out-board prop power.

SS Pilothouse
- 20', 23' & 26'. 9' High sides w/deep-V. Pilothouse w/ many interior and fishing options: enclosed standup head, kitchen and self-bailing rear deck. Outboard prop power.

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