

IF YOU'RE STILL USING RATCHETS, YOU'RE MISSING THE BOAT.



THE YOYO BARGE WINCH IS FASTER, SAFER, EASIER— AND MAKES RATCHETS OBSOLETE.

Patterson's YoYo Barge Winch eliminates fouling, springcoil, and controls spooling while saving 50% more time. That means the job will get done 100% faster, with tremendous cost savings. It's safer, too — and, once you use it, you'll never want (or need) to see a ratchet again.

It's the winch you need if you're serious about your boat — and your business.

DON'T BELIEVE US?

Watch the Contrast Video at:

WWW.PATTERSONMFG.COM/YOYO



We're sure you'll agree: ratchets don't stand a chance against the YoYo. Find out more by calling 800.322.2018 or visiting www.pattersonmfg.com. Better yet, get in touch with your Patterson Premier Distributor. We'll show you in person how the YoYo is revolutionizing the industry and making barge work safer and more profitable:

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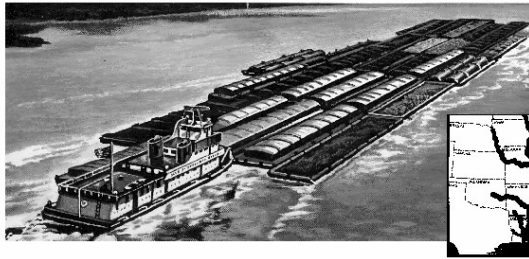
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PATTERSON IS DEDICATED TO CREATING BARGE RIGGING THAT'S SAFER, EASIER, AND FASTER. WE ARE THE FUTURE OF BARGE RIGGING, AND WE'D LIKE TO SHOW YOU WHY.

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the **WATERWAYS** **JOURNAL** Weekly

SINCE 1887

Patented Winch Leaps Forward

Even though the pace of technological change has picked up on the inland waterways over the past 10 years, most improvements to existing tools are incremental. A true leap forward is rare.

Yet that is exactly what W.W. Patterson Company of Pittsburgh, Pa., promises with its new Yo-Yo winch design. The company says field testing has proven that its Yo-Yo winch makes old-style ratchets obsolete, completely eliminates fouling of wire lines, makes the deck environment safer for deckhands, and operates up to 75 percent faster than traditional methods of tying up barges.

Besides the safety advantage, it also reduces downtime traditionally spent unsnarling "bird's nests" of tangled wire that used to prove so frustrating to deckhands. Those snarls are more than just a headache; kinks in a wire reduce its strength and increase the likelihood of sudden breaks.

"This is the winch's biggest single advantage and saves untold time and effort in building tow," said Bruce Darst, port captain for AEP River Operations.

During AEP's extensive field-testing of the winch, Darst found another benefit: "We've been field-testing eight of these winches and have only replaced one wire in that time, which also suggests it extends the working life of the wire cable. And when we did change the wire, it only took a few minutes, instead of the typical 20 to 30 minutes for our old-style winches."

This quick-change ability, Patterson says, comes from a unique swage-and-socket fitting that requires only one wire wrap on the drum instead of four to achieve its rated holding capacity. There are no cable clamps or clips for operators to deal with. The company says crews can make and break tow in one-quarter of the time required by old-style ratchet connections, resulting in a 75-percent labor savings.

The Yo-Yo winch stacks single coils of wire on a single drum on top of each other. A patented double-cog design allows maximum line tension with minimum risk. The drum



is covered and contained, preventing coils from getting tangled with each other and protecting operators in case of any sudden loss of tension.

The design took between two and three years to develop, according to Joe Sluka, outside sales and service manager for Patterson.

The improvements are so apparent that AEP River Operations is in the process of replacing all the winches in its fleet with the Yo-Yo.

The Yo-Yo is a 40-ton winch made of plate steel and hardened gearing. All Yo-Yos come hot-dipped galvanized, with all gearing electroplated to stay rust free in brown- and blue-water conditions.

The winch comes with a standard swivel mount that makes it self-aligning, and provides greater flexibility in making up tows and, the company says, eliminates the need for sheaves or other deck fittings such as pad-eyes to direct the line of pull.

The 150-year-old W.W. Patterson earned its first patent on ratchet tightening tools for barges in 1871.

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