

Navigating Hawaiian Waters

For thousands of years, Polynesians mastered the art and science of traditional navigation techniques to voyage across vast, uncharted seas. Guided by their knowledge and observations of waves, currents, wind, sun, moon, stars, birds and fish, navigators relied on their intuition and deep-rooted connection to the natural environment.

From master to apprentice, traditional navigation techniques were shared by oral tradition often in the form of mele (songs) to memorize the properties of stars, islands,

and routes. On the verge of facing cultural extinction, Mau Piailug was instrumental in reviving our wayfinding heritage by leading the Hōkūle‘a’s maiden voyage to Tahiti in 1976 without any modern instruments. From that day forward, his teachings awakened an appreciation and spirit for the perpetuation of Polynesian voyaging.

For 118 years, Young Brothers has been navigating Hawaiian waters and today is the state’s primary interisland shipping service. The company’s commitment to safety, reliability, efficiency and the community are

made evident by Young Brothers’ employees, its vessels and other equipment in which the company invests.

In this year’s tide calendar, we highlight the skill and innovation of Young Brothers’ navigators and the Hawaiian waters through which they traverse. Experience Young Brothers’ fleet through the eyes of our trusted kāpena (captain) and celebrate the unveiling of four new tugs named after former Young Brothers’ captains. Come ho’okele (sail) with us as we showcase Hawai‘i’s natural beauty in and out of the water.



nā kai 'ewalu

Nā Kai 'Ewalu is a poetic reference to the ocean that connects our state's eight major islands. From Kumukahi on the island of Hawai'i, to Ni'ihau and Lehua in the west, these ocean passages define our Polynesian waters and navigation.



- 1 Kaulakahi Channel
- 2 Ka'ie'ie Waho Channel (*January, February*)
- 3 Kaiwi Channel (*March, April*)
- 4 Kalohi Channel (*May, June*)
- 5 Pailolo Channel (*July, August*)
- 6 'Au'au Channel (*September, October*)
- 7 Kealaikahiki Channel
- 8 Alalakeiki Channel
- 9 'Alenuihāhā Channel (*November, December*)

kāpena

**NEW "KĀPENA CLASS" VESSELS
NAMED IN HONOR OF FORMER
YOUNG BROTHERS' CAPTAINS**



To support our commitment to safe, on-time, reliable, and efficient service, Young Brothers has invested \$80 million for four 6,000-horsepower tugs. Designed to match Young Brothers' fleet of modern, high-capacity barges, these 123-foot-by-36.5-foot vessels will demonstrate the latest advances in safety, environmental protection and crew member habitability.

These new vessels will be known as the Kāpena Class of ocean towing vessels and dedicated to the world-renowned skills and towing innovations of former Young Brothers' captains. Young Brothers will honor their contributions by naming each of our four new tugs after them. These expert mariners who served Young Brothers for decades include Jack Young, Raymond Alapa'i, George Panui Senior and Junior, and William "Bob" Purdy. Three of the four tugs will arrive in 2018 and will be 'homeported' at our neighbor island ports, underscoring our commitment to service our communities across the State of Hawai'i.

**CLOCKWISE FROM LEFT: KĀPENA JACK YOUNG, KĀPENA PANUI SR., KĀPENA PANUI JR.,
KĀPENA PURDY, KĀPENA ALAPA'I**

JACK YOUNG

Tug arriving 2018 on Moloka'i

For his service from 1900 to 1946, Kāpena Jack Young is recognized for his hard work, dedication, passion, and the vital role he had in shaping the maritime industry into what is it today. In 1900, when Young arrived in Hawai'i at the age of 18 to join the partnership of his brothers, Herb and William Young, he found himself with only a few cans of fruit, a large trunk and 25 cents to his name, too little to pay to have his trunk brought ashore. Young improvised and found a spare rowboat to get his gear ashore. In July of 1903, Young received his first engineer's license and renewed it nine times over the span of his career. During his 46 years of service, Young was responsible for expanding Young Brothers' business and fleet, including the building of the Maka'ala, a 216-horsepower gasoline engine and the then-largest tugboat in the U.S., as well as the Mikioi, which performed harbor work and eventually hauled pineapples around the Hawaiian Archipelago. His work with Young Brothers' is synonymous with navigating the company through changing times and its evolution from "bumboat" business (small boats used to peddle provisions to ships anchored offshore), to its early work in salvage and rescue services, harbor tours, and shark fishing, to carrying cargo between the islands, beginning with Moloka'i. Young is also remembered for his public service, including his role in launching a drive to establish the Shriners Hospital on O'ahu, his many years of service on the hospital's board of directors, his service when called to duty from his commission in the Naval reserve (including on the day of the attack upon Pearl Harbor), and for his leadership in the Sea Scouts program to educate and train young people in sailing skills.

RAYMOND ALAPA'I

Tug arriving 2018 in Hilo

Kāpena Raymond Alapa'i joined Young Brothers in 1962 and retired in 2005 after 43 years of service. A quiet man most times, Alapa'i or "Cowboy" is noted for his practical sailing intuition, dependability, aloha spirit, and calm demeanor. Whether the wind was blowing 40 knots, or dead calm seas, Alapa'i always kept his cool. Glenn Hong, President of Young Brothers recalled one of Alapa'i's tows to Maui on the Manuokekai in 1990 where he delivered tandem barges without a tug assist in Kona winds.

GEORGE PANUI SR. AND GEORGE PANUI JR.

Tug arriving 2018 on 'Kaua'i

Kāpena George Panui Sr. is commended for his unwavering dedication to Young Brothers service and his crew as well as his ability to skillfully maneuver his barge. In 1960, Panui, Sr. earned his master's papers and was given his first command of a tug. His storied tenure at Young Brothers began, however, during the Great Depression when jobs were scarce. Panui Sr. got a call to fill in for a crewmember who hadn't shown up to work. With no maritime background, he signed on as a deckhand in 1934 and began heaving manila line around the capstan, towing barges from Moloka'i to Honolulu. Until Panui Sr. retired in 1975, he was in command of the legendary tug Mamo.

Kāpena George Panui Jr. worked for Young Brothers from 1953 to 2000. Much like his father, he spent most of his life at sea and was commended for his tireless

devotion and his skill in dangerous ocean conditions. For instance, the entire maritime industry of Hawai'i would face one of its most dangerous challenges with Hawai'i's 1960 tsunami. Panui Jr. spent many long hours manning the piers and letting the lines in and out during the extreme high and low tides. Later, he would captain a tow from San Francisco to Oregon on the Mikiala with the barge Malana behind on an 1,800-foot hawser. During the journey, the captain and crew battled 40- to 60-foot swells, with the barge disappearing from view in the troughs of waves.

WILLIAM "BOB" PURDY

Tug arriving 2019 on Maui

Kāpena William "Bob" Purdy, with 33 years of service at Young Brothers, is recognized for his commitment to commanding his ship and the innovation of tandem towing. Purdy pioneered the system in 1929 to tow two barges with one tug. In those days, Moloka'i had two ports which required one barge to be dropped off at Kolo before continuing on to Kaunakakai.

Purdy was also instrumental in commanding the Mamo. On her maiden voyage from the Bay Area to Honolulu, Purdy was the active head of command for the Mamo, setting a record time of 10 days and 15 hours while towing two large steel barges that had capacity for 32,000 boxes of fresh pineapple. Purdy captained the Mamo on her maiden voyage from the Bay Area to Honolulu in 1931 and, later that same year, Purdy accompanied Jack Young on the Mamo to Portland to pick up the Multnomah, later renamed the Manu Wai, an automobile ferryboat, and bring her back home to serve on the Honolulu to Pearl Harbor route as the Pearl Harbor Ferry.