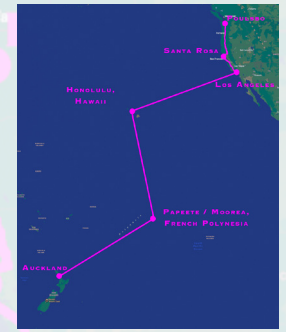




This issue is dedicated to the memory of our friend, Evi Halpin: 08.06.1948 - 10.19.2025



# AUCKLAND TO POULSBO (PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



We boarded our ride back to the USA in Auckland along with about 5,000 others but had to wait out a couple more days pier side. We were refused exit from Auckland for a couple days until after a typhoon passed by. This delay 86'd our planned stop in American Samoa and subsequently the import duty free allowance... we thought. Our understanding was that the limit was double the normally allowed limit "IF" one was coming from American Samoa. On this trip our purchases were less than the duty free allowance only if we passed through American Samoa first. Over the next three weeks we recounted and documented all our purchases over the last seven months. Prepared to pay some import duty taxes when we got to Los Angeles even though we passed through Hawaii first, when we got to Los Angeles there we just collected our luggage dock side and exited without anyone asking anything. Not at all the kind of scrutiny experience we had become accustomed to in airport baggage claim areas when returning to the USA.

After the couple of extra days in Auckland in our ship board smelly hotel room we were escorted out of Auckland and began our cruise back to the USA.



While we were docked in Auckland we noticed a rather strong smell of sewage, in particular on the outside balcony. So much so we keep the slider to the balcony closed most of the time we were in port. Even then, sometimes the smell would be pretty strong inside the cabin. In our motor home RVing days we had experienced this smell from time to time and attributed it to the off-loading of sewage tanks while we were in port, or at least hoped that was the case and it was going to be temporary. The cabin attendants also assured us it was temporary.

Well, the sewage smell wasn't so temporary and eventually after some days of complaining, we and several other passengers were moved to rooms on the other side of the ship where there was no smell. We could finally enjoy a cabin and balcony without that smell. They never explained the circumstances

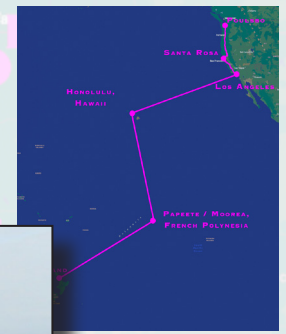
to us and the experience left us less than impressed with the quality of on board customer service. And I had thought I'd lowered my expectations low enough so as not to be disappointed... not-so-much it seems.



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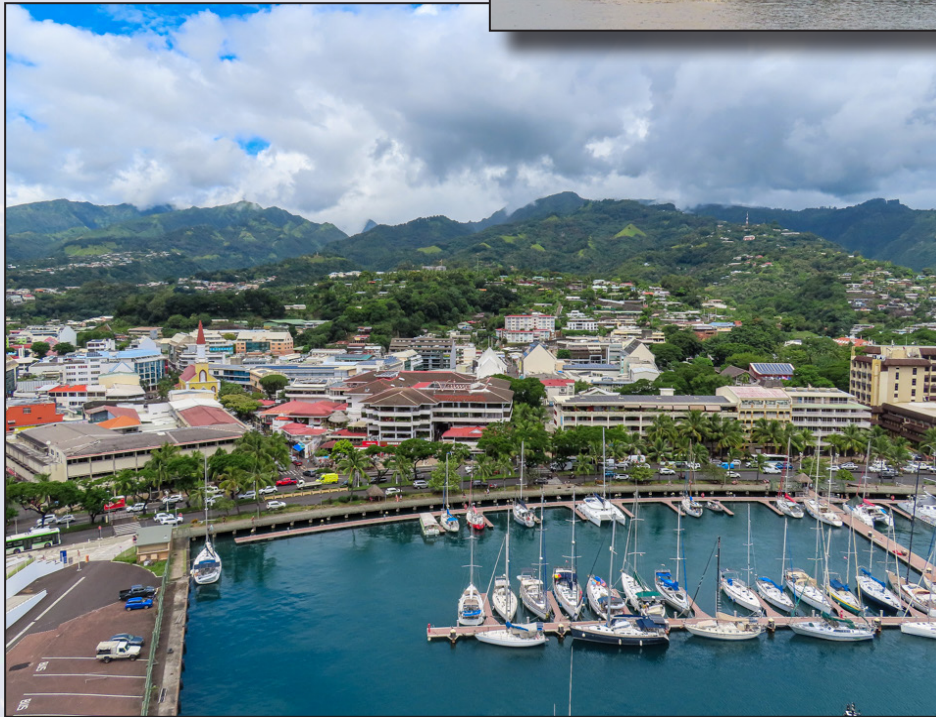
# AUCKLAND TO POULSBO (PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



We arrived in Papeete more or less on schedule after skipping American Samoa. We were only going to be here a few hours so we just walked off on our own to walk around a bit.

From the top of the ship one could get the lay of the town and places one could walk about.

There was a nice waterfront walk, a bit of shopping and restaurants within easy walk of the ship.



We found an interesting street side restaurant / cafe for lunch and a local joined us. While not very talkative, what little they did say was in the local Red-Vented Bulbul language (which I don't know). The Red-Vented Bulbul was also a little demanding but it could have just been a difference in culture thing.

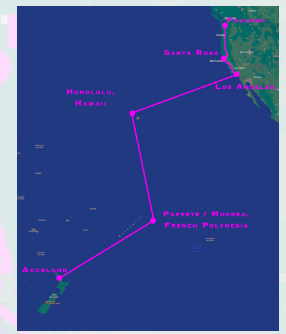




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# AUCKLAND TO POULSBO (PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



## SANTA ROSA

There was a lot of stuff we could not do on our walk due to port regulations.



The height of the top decks on the ship offered some territorial and unusual views. I used to consider ships like the Silver Cloud to be right a big ship. From the ship we were on now, it didn't seem that big in comparison.

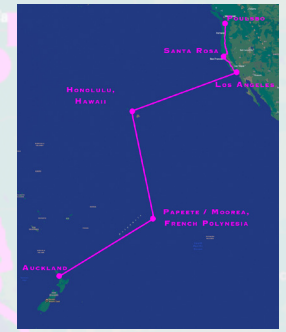




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# AUCKLAND TO POULSBO (PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



Looking aft from one of the top decks.



Looking forward from one of the top decks.

Late afternoon the same day we arrived in Papeete, we left for nearby Moorea where we would anchor for the night. We arrived and anchored in famous Cook's Bay of Moorea and ordered up a great sunset.



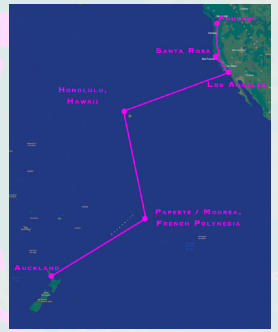


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# AUCKLAND TO POULSBO (PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)

SANTA ROSA



Photographing the *Lazy Spirits* (the clouds) playing around Mouaputa Peak at the end of Cook's Bay was my favorite past time for our short time in Moorea. If I were to come back to French Polynesia it would be to Moorea, a no contest winner to Papeete.

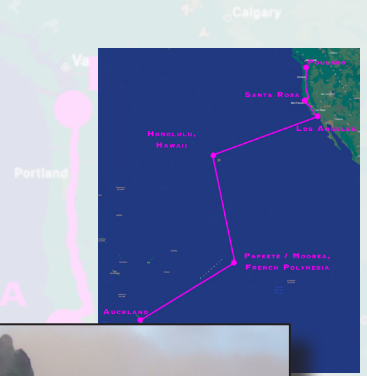




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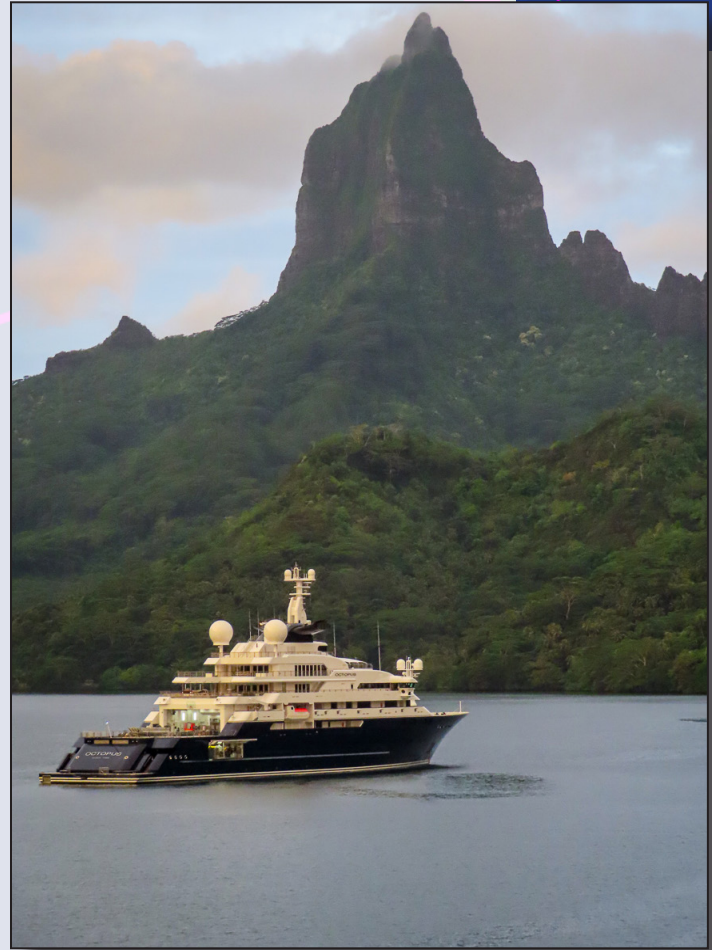
# AUCKLAND TO POULSBO (PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



We shared our Cook's Bay anchorage with Paul Allen's old 400+ foot yacht *Octopus*. After Paul Allen passed away the yacht was sold to a Swedish billionaire.

Currently one can charter this yacht. Had we only known that, we would have done this cruise on the *Octopus*!

You can check it out here:  
<https://www.myoctopus.com>  
or click the picture of it.



As we were escorted out of Cook's Bay by the *Pilotes* we passed by one of those alluring over-the-water resorts. Staying at one of those is still on our bucket list, just not settled on geographic location yet.





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# AUCKLAND TO POULSBO

(PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



Much of the next few days at sea on our way to Hawaii was spent enjoying the seascapes from our room.



PAPEETE / MOOREA,  
FRENCH POLYNESIA



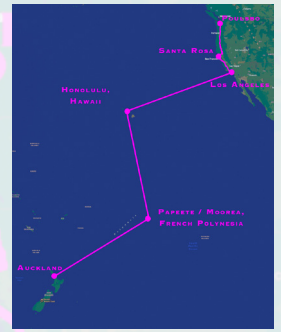


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# AUCKLAND TO POULSBO (PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)

## SANTA ROSA



As we passed over the equator again there was this ship's version of the 'The line-crossing ceremony, also known as Crossing the Line, an initiation rite that commemorates a person's first crossing of the equator. Equator-crossing ceremonies, typically featuring King Neptune, are common in the navy and are also sometimes carried out for passengers' entertainment on civilian ocean liners and cruise ships. Throughout history, line-crossing ceremonies have sometimes become dangerous hazing rituals but here it was just messy affair to avoid.



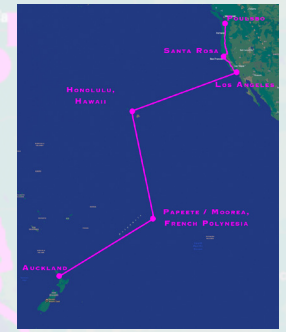
We came close to an even more rare event, crossing the equator and the International Date Line simultaneously, an event that occurs at the point where 0° latitude meets 180° longitude. This point is located in the Pacific Ocean northwest of American Samoa. It would have been a worthy detour had we not had our stop in American Samoa canceled and route altered.



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# AUCKLAND TO POULSBO (PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



A few more sea days, enjoying the seascapes, a few dozen miles on the walking track topsides, watching the crowds from above and we arrived in Hawaii where we docked for a couple nights.





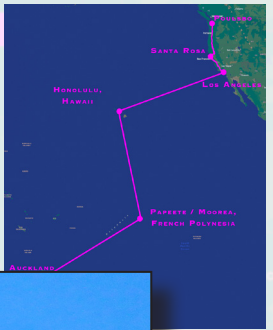
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# AUCKLAND TO POULSBO (PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)

The harbor was busy and interesting.

SANTA ROSA



AUCKLAND

MOOREA, POLYNESIA

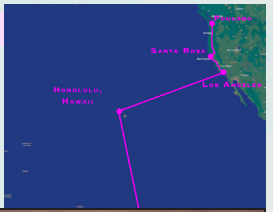


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# AUCKLAND TO POULSBO

(PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



On our one day in port we spent some of our free time bird watching in a park. At no time did we feed any chickens, but we did see some birds we normally wouldn't see in the PNW (Pacific North West).

HONOLULU  
HAWAII



Zebra Dove



Red-Crested Cardinal



Black-Crowned Night Heron



Common Waxbill



Black-Crowned Night Heron



Red-Whiskered Bulbul

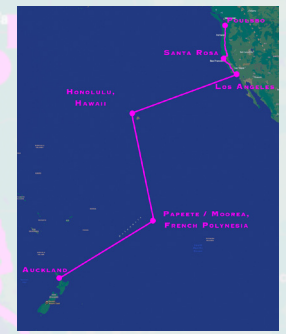


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# AUCKLAND TO POULSBO

(PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



We could see the *Falls of Clyde* docked near us. It was the last surviving iron-hulled, four-masted full-rigged ship, and the last surviving sail-driven oil tanker. She was designated a U.S. National Historic Landmark in 1989, but de-registered in 2024 due to her condition.

Built in 1879 in Glasgow, Ireland, she was named after the Falls of Clyde, a group of waterfalls on the River Clyde in Scotland.

Her maiden voyage took her to Karachi, then to British India, and her first six years were spent engaged in the India trade. She then became a tramp pursuing general cargo such as lumber, jute, cement, and wheat from ports in Australia, California, India, New Zealand, and the British Isles.

She was taken to Honolulu in 1899 and from 1899 to 1907, she made over sixty voyages between Hilo, Hawaii, and San Francisco, California, carrying general merchandise west, sugar east, and passengers both ways.

In 1907, she was converted to a bulk oil tanker used to bring kerosene to Hawaii and return to California with molasses for cattle feed.

In 1927 she was converted into a floating fuel depot in Alaska. In she was 1959 towed to Seattle, Washington with the intention to sell her to preservation group. Those plans fell through and subsequent efforts to place her in Long Beach, California, or Los Angeles, California, similarly failed.

In 1963, the bank holding the mortgage on *Falls of Clyde* decided to sell her to be sunk as part of a breakwater at Vancouver, British Columbia. A group in Hawaii heard of this and became interested. Within days of the scheduled scuttling they raised funds to buy the ship. At the end of October 1963, *Falls of Clyde* was taken under tow bound for Honolulu.

The ship was used as a museum (owned by the Bishop Museum). Several attempts to repair and restore it (some more successful than others and some involving fiscal controversy ) were made over the years. There were also more scuttling plans which were avoided in 2008. The ship was as a filming location in episodes of *Hawaii Five-O* and *Magnum, P.I.*

Steady deterioration finally caused the state to began the process of soliciting bids for scrapping the ship and it was de-listed from the Hawaii Register of Historic Places. The ship was de-listed from the National Register on February, 2024 and its landmark designation was removed in December, 2024.

About six months after I took this photograph of the *Falls of Clyde*, it was towed to sea about 25 miles south of Honolulu and scuttled in 12,500 feet of water.



SANTA ROSA

HONOLULU, HAWAII

HAWAII

NEW ZEALAND

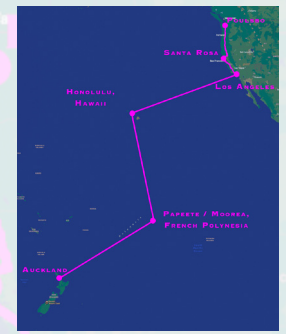




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# AUCKLAND TO POULSBO (PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



Powered surfing didn't seem to require much in the way of waves.



The commercial fishing vessels that kept coming by the ship had a much lower and longer profile than the typical fishing vessels around the Pacific Northwest. My research never provided an answer to the reason.

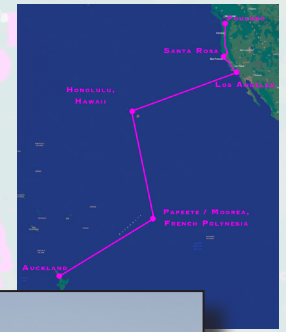




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# AUCKLAND TO POULSBO (PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



SANTA ROSA

We left Hawaii on the wave of a warm sunset. We looked back at Waikiki and the rainbow tower, remembering the corner room we once occupied for a few days in the late 1970s. There was no warning in the room about opening the slider doors on both sides of that corner room (it had balconies on both sides) and the hurricane force winds it would let pass through the room. We nearly lost all the unsecured items in the room when we did that.





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# AUCKLAND TO POULSBO

(PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)

Our last sea leg to Los Angeles gave us a few more sunsets and seascapes to photograph.

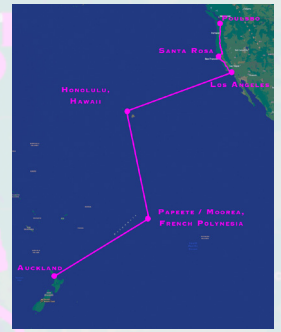


Ahh yes... We could tell we were getting closer to home and those familiar weather patterns of the PNW.

SANTA ROSA

LOS ANGELES

PAPEETE / MOOREA

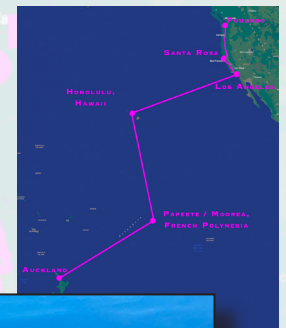




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# AUCKLAND TO POULSBO (PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



We arrived in Long Beach in the early morning and after formalities waited our turn to disembark with the other 5,000 passengers. We were prepared for a slow passage through US customs due to the amount of purchases we had made on our half year plus of travels. Will filled out all the paperwork and such, checked our cash and bank accounts in anticipation of paying some taxes... but... it never happened. We were told to find our luggage dock side in the normal process and then just walked out of the building with just the eyes and cameras of the customs people watching us. No fuss, no taxes, no questions, nada.

We took an Uber to the rental car office nearby, picked up a reserved rental car and were making our way north through and out of the Los Angeles via the Interstate 5 'Grapevine' and towards Bakersfield by late morning.

We were still glad we got to experience travel on one of those mega cruise ships, but we also felt the sweet release of being imprisoned with 5,000 others for three weeks. We had now found our limit in terms of what size of ship we were comfortable traveling on, or not.

We stopped for the night at Harris Ranch Resort in the Coalinga area off Interstate 5. We had been by here many times on our way back and forth to the desert southwest when escaping the PNW winter months in our motor home but had never stayed here. They are building an RV park but it will be too late for us as we think our RVing days are behind us now.

Our friends Tim and Evi used to stay in the parking lot with their motor home (for free) on their travels though this area, so it was a little nostalgic and full circle and sad to stay here as we would not be able to try out the RV park with them when we caravanned with them in our motor homes.

We found one of our frequented travel comfort food restaurants for a morning meal and Situation Room as we continued the familiar Interstate 5 trek north.



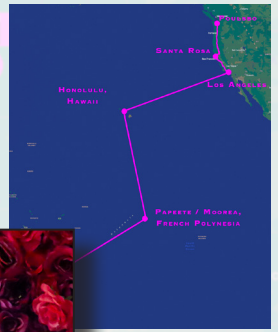


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# AUCKLAND TO POULSBO

(PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



Our next stop was in Santa Rosa for a short visit with Scot and Karen. We stayed across from the historic Railroad Square enjoying a couple short walks in the area.

There are several homages to Charles Schulz and the characters of his comic strip *Peanuts*. He moved to the Sonoma County area in the late 1950s where he did a lot of philanthropic work.

After a nice visit with Scot and Karen we headed north again.



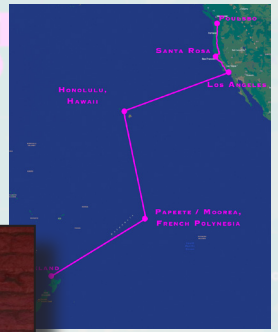


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# AUCKLAND TO POULSBO

(PAPEETE / MOOREA / HAWAII / LA / SANTA ROSA)



We made a short stop in Weed to stretch our legs. We explored the entire two block downtown area and then continued on our way staying a little further up the road in Yreka, California..



Weed had an interesting recycling program of 'things' used in the repair of sidewalk cracks.



One more overnight stop in Woodland, Washington and then we ended our seven month journey the next day, docking near our Poulsbo home in Poulsbo in traditional Viking fashion.

We committed ourselves to finding a new home before planning any further Flying Pig Adventures, beginning that effort as soon as we unpacked our luggage and got the current Poulsbo home up and running again.



.END