91436R



# Level 3 History, 2017

91436 Analyse evidence relating to an historical event of significance to New Zealanders

9.30 a.m. Friday 24 November 2017 Credits: Four

## RESOURCE BOOKLET

Refer to this booklet to answer the questions for History 91436.

Check that this booklet has pages 2–10 in the correct order and that none of these pages is blank.

YOU MAY KEEP THIS BOOKLET AT THE END OF THE EXAMINATION.

#### INTRODUCTION: A NEW ZEALAND SURVIVAL STORY?

The *Rose-Noëlle* was one of the most notable New Zealand news stories from 1989. In summary, the crew of the *Rose-Noëlle* spent 118 days at sea and managed to survive. In June 1989, the three-hulled (trimaran) yacht left from Picton, New Zealand. The boat was capsized in a storm by a large wave. The crew used various techniques to survive, such as drinking rainwater. The crew landed on Great Barrier Island, off Auckland.

It was an event that drew large media attention and many doubted the legitimacy of the story. Wind patterns and the appearance of the men once they had been found, seemed to contradict the accounts of the survivors. An official inquiry found the crew's story to be true. Over time, the incident of the *Rose-Noëlle* has captured the interest of many New Zealanders and has been made into various books, television documentaries, and films.

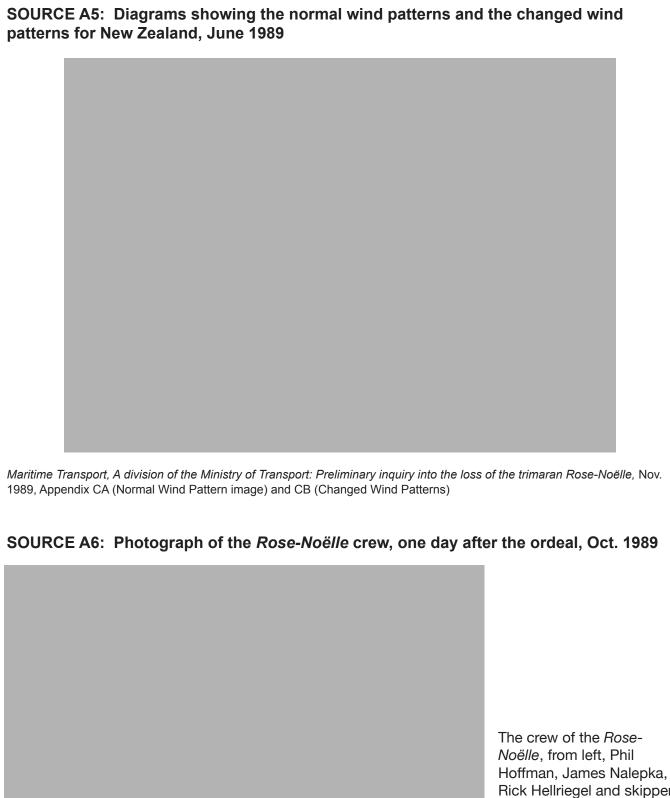
### SOURCE A1: A newspaper article reporting on the Rose-Noëlle

AUCKLAND, New Zealand – Four sailors' survival at sea for 118 days in an upturned trimaran ranks as one of the world's greatest survival stories – or one of its greatest hoaxes.
Other than
the undocumented story of a Hong Kong seaman who was reported to have been picked up during World War II after 133 days adrift, it is a record for survival at sea.
*Error in original article - Great Barrier Island is located on the east coast.
S. Louissen, '4 Sailors' 118 Days at Sea: Survival Tale or Hoax?', Los Angeles Times, October 22, 1989. http://articles.latimes.com/1989-10-22/news/mn-828_1_survival-stories

### SOURCE A2: Report after the examination of the hull wreckage of the Rose-Noëlle.

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Today I was asked by Captain P. Kershaw of the Maritime Division of the Ministry of Transport to examine pieces of the wreckage of the <i>Rose-Noëlle</i>
which would have supported an estimated age of 60–90 days.
Maritime Transport, A division of the Ministry of Transport: Preliminary inquiry into the loss of the trimaran Rose-Noëlle, No. 1989, Appendix R: Report from Auckland University Professor, Brian A Foster, Associate Professor of Zoology.
SOURCE A3: Barnacles on the washed-up hull of the Rose-Noëlle
Croppetone TV (Dock from the dead) the Core of the Doce Neille' 1006 coresponds 91 10min
Greenstone TV, 'Back from the dead: the Saga of the <i>Rose-Noëlle</i> ', 1996, screenshot 81.19min, https://www.nzonscreen.com/title/back-from-the-dead-1996
SOURCE A4: The Rose-Noëlle

http://www.ybw.com/news-from-yachting-boating-world/119-days-lost-at-sea-1873



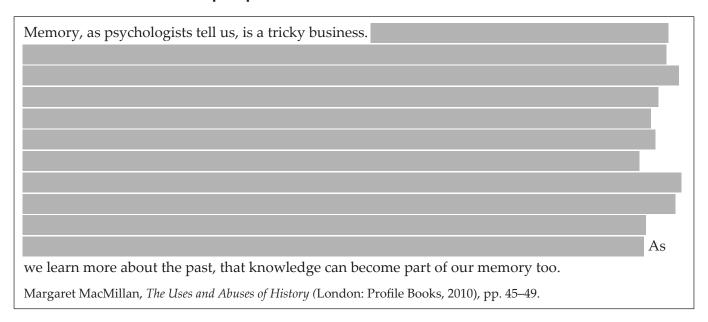
Noëlle, from left, Phil
Hoffman, James Nalepka,
Rick Hellriegel and skipper
John Glennie, after they
had washed up onto Great
Barrier Island, broke into a
home helping themselves to
food and clothes, and then
called their loved ones.

http://www.sailmagazine.com/ cruising/profiles-cruising/whysurvivors-survive-a-shipwreck/

SOURCE A7: Photograph of John Glennie after sur	viving the <i>Rose-Noëll</i> e, Oct. 1989
	John Glennie pulls loose skin over his
	underwear to demonstrate his weight loss
	after 118 days stranded at sea.
	http://sailingsavoirfaire.blogspot.co.nz/2013/08/urgency-momentum-grow-in-nina-search.html
A8: Report of medical examination of Phillip Hoffm	an, made only days after surviving
the Rose-Noëlle ordeal	and the same and t

Maritime Transport, A division of the Ministry of Transport: Preliminary inquiry into the loss of the trimaran Rose-Noëlle, Nov. 1989, Appendix.

### **SOURCE B: A historian's perspective**



## SOURCE C1: Glennie's personal account (October 1989)

We were all in the main cabin when she went and I threw as much as I could in the after cabin.
We were all it the main capit when she were and I threw as mach as I could it the arei capit.
That was of primary importance. In bad weather we were inside and
in good weather we were two metres above the water. We tried to get the sunshine when we could.
Signed John Glennie
Taken before me on this 10th day of October one thousand nine hundred and eighty nine at Tauranga
Signed P. M. Kershaw
Marine Inspector
<sup>1</sup> breathers ventilation holes
<sup>2</sup> 7 <i>Up</i> a soft drink
Maritime Transport, A division of the Ministry of Transport: Preliminary inquiry into the loss of the trimaran Rose-Noëlle, Nov. 1989, Appendix.

## SOURCE C2: Glennie's personal account (2011)

When Rose-Noëlle capsized we lost the fresh water we had in our tanks We also lost most of the
food.
Especially if you're in a state of
deprivation. Close your eyes and you're practically there
http://www.mastersconnection.com/index.php/archived-articles/extraordinary-experiences/974-john-glennie-master-of-the-sea-part-1
http://www.mastersconnection.com/index.php/archived-articles/extraordinary-experiences/977-john-glennie-master-of-the-sea-part-2

#### **SOURCE D: Questions in Parliament, 11 October 1989**

#### Cospas/Sarsat System

13. Mr DOUG KIDD (Marlborough) to the Minister of Transport: In the light of reports that on the trimaran Rose-Noëlle the electronic position-indicating radio beacon was activated but the signals were not picked up, does he intend to take urgent action to ensure the installation of a local user terminal in New Zealand to acquire such signals through the Cospas/Sarsat system?

Hon. W. P. JEFFRIES (Minister of Transport): Yes, I will, and I have instructed the officials to submit to me a report to enable me to accomplish that objective.

Mr Doug Kidd: Can the Minister confirm his public statements that the cost of such a local user terminal would be \$2 million to \$3 million, and that that is not dissimilar to the amount spent each year on Orion flights, many of which do not achieve a purpose?

Hon. W. P. JEFFRIES: The honourable member is absolutely correct. The economics of such a facility are overwhelming.

Dr Bill Sutton: The Minister has referred to the economics, but would the installation of a local user terminal in New Zealand save lives?

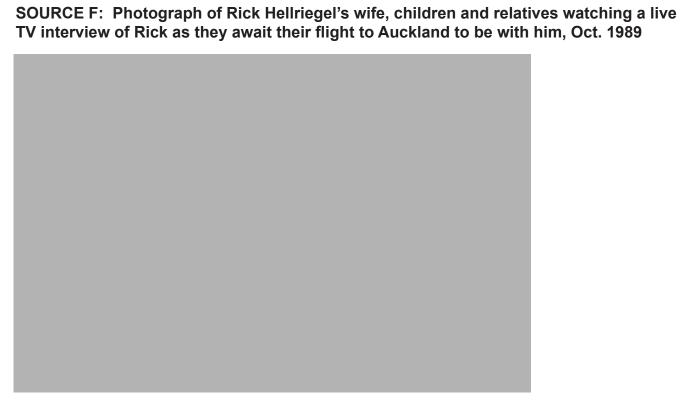
Hon. W. P. JEFFRIES: Yes, it most certainly would. It would enable the satellite technology now available to be used in the case of, for example, the vessel that is the subject of the question. As that vessel drifted between New Zealand and South America, the electronic position-indicating radio beacon would have been picked up by the satellite and that in turn would have been received by the local user terminal, which would have shown the precise location of that vessel.

New Zealand Parliament 1989, Parliamentary Debates (Hansard), vol. 502, p. 259.

# SOURCE E: Recommendations from the Preliminary Inquiry into the loss of the Rose-Noëlle

P. M. Kershaw's Recommendations made as a result of the Government-ordered Preliminary Inquiry into the shipping casualty involving the loss of *Rose-Noëlle*.

Maritime Transport, A division of the Ministry of Transport: Preliminary inquiry into the loss of the trimaran Rose-Noëlle, Nov. 1989, p. 18.



Greenstone TV, 'Back from the dead: the Saga of the *Rose-Noëlle*', 1996, screenshot 75.44min, https://www.nzonscreen.com/title/back-from-the-dead-1996