

91436R



NEW ZEALAND QUALIFICATIONS AUTHORITY
MANA TOHU MĀTAURANGA O AOTEAROA

QUALIFY FOR THE FUTURE WORLD
KIA NOHO TAKATŪ KI TŌ ĀMUA AO!

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. If the tale is to be believed, the trimaran *Rose-Noëlle* was flipped over on June 4 by a huge wave in a 60-knot gale three days out of New Zealand's South Island. Despite losing up to 40 pounds each, the three New Zealanders and an American survived the stormy southern winter in good shape – such good shape that some people doubt their story. An official investigation into whether the sailors' story checks out – and if so, why search and rescue efforts were so far astray – is not expected to be completed for another three weeks. The investigator has declined comment until his inquiry is completed. But Capt. Melvyn Bowen, who conducted an initial investigation, is convinced that the four are telling the truth. After visiting the wreckage on isolated Great Barrier Island north of Auckland where the *Rose-Noëlle* drifted ashore, Bowen said he found convincing evidence, such as marine growth on the boat's topside. "Personally I don't feel it is a hoax," he said. But some questions linger. Local yachtsmen ask why, after such a long time at sea in appalling conditions, the men had no pressure-point or salt sores, which are almost universal for a long sea voyage. Other points baffling investigators are how two radio messages were supposedly received from the *Rose-Noëlle* by another yacht after the flip and how the *Rose-Noëlle* drifted from 140 miles off the east coast of New Zealand around the top of the island to the west coast*. The pattern of the currents should have taken it farther east toward South America. Plausible explanations to these mysteries have been suggested and, although skepticism remains, it is hard to imagine a motive for a hoax. Skipper John Glennie has signed contracts for his story but the payments are hardly likely to compensate for the \$145,000 loss of his 40-foot trimaran, which was smashed to bits on rocks. "All those who think it's a hoax are bloody idiots," said crewman Phillip Hoffman. Asked if there was any conclusive evidence, he said: "Yeah, the fact that I know we did it and three other people did it." The story as they tell it is a remarkable one. Their 118 days adrift exactly equals the time Maurice and Maralyn Bailey of England spent in a tiny life raft and dinghy after their yacht was pierced by a whale off the Galapagos Islands in 1973. 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*.

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 *Rose-Noëlle* and identify the marine growth thereon ... The size of the barnacles is proportional to the length of time they have lived on the floating object. Growth rate data on *Lepas australis* are available from the studies by Skerman (1958) of barnacles attached to beacons in Hawkes Bay... the largest of the barnacles [on the *Rose-Noëlle* wreckage] were 50–60 mm long, 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, Nov 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*



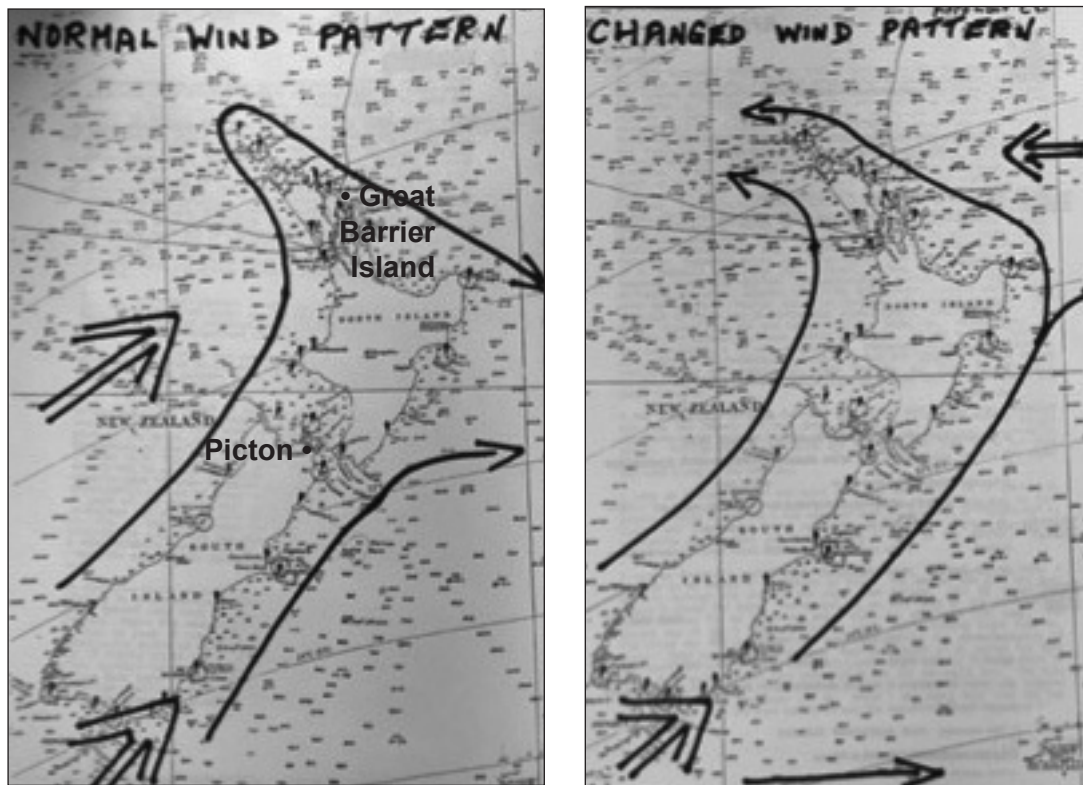
Greenstone TV, 'Back from the dead: the Saga of the *Rose-Noëlle*', 1996, screenshot 81.19min, <https://www.nzonscreen.com/title/back-from-the-dead-1996>

SOURCE A4: The *Rose-Noëlle*



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

SOURCE A5: Diagrams showing the normal wind patterns and the changed wind patterns for New Zealand, June 1989



Maritime Transport, A division of the Ministry of Transport: Preliminary inquiry into the loss of the trimaran *Rose-Noëlle*, Nov. 1989, Appendix CA (Normal Wind Pattern image) and CB (Changed Wind Patterns)

SOURCE A6: Photograph of the *Rose-Noëlle* crew, one day after the ordeal, Oct. 1989



The crew of the *Rose-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/why-survivors-survive-a-shipwreck/>


SOURCE A7: Photograph of John Glennie after surviving the *Rose-Noëlle*, 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 Hoffman, made only days after surviving the *Rose-Noëlle* ordeal

 Auckland Area Health Board
Te Pōwhiri Oranga O Tamaki Makau Rau

IN YOUR REPLY PLEASE QUOTE
DLS:lag

AUCKLAND HOSPITAL

EMERGENCY DEPARTMENT.

6th October, 1989.

Captain A.C. Moore,
Superintendent of Mercantile Marine,
Maritime Transport,
Private Bag,
AUCKLAND.


(Through the Medical Superintendent)

Dear Captain Moore,

re: Phillip Burnard HOFFMAN d.o.b. 18.8.47
P.O. Box 200, PICTON.

The above patient was seen at Auckland Hospital, Emergency Department on the 2nd October, 1989. He had no complaints and clinical examination revealed no abnormalities. Blood tests showed a mild anaemia but were otherwise within normal limits. He required no treatment and was discharged from the Department.

Yours faithfully,


D.L. SNOW,
Senior Medical Officer.

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

Memory, as psychologists tell us, is a tricky business. It is true that we all remember bits of the past, often in vivid detail. We can recall what we wore and said on particular occasions, or sights, smells, tastes and sounds. But we do not always remember accurately ... We mistakenly think that memories are like carvings in stone; once done, they do not change. Nothing could be further from the truth. Memory is not only selective; it is malleable ... We edit our memories over the years partly out of a natural human instinct to make our roles more attractive or important. But we also change them because times and attitudes change over the years ... We also edit out of our memories what no longer seems appropriate or right ... We also polish our memories in the recounting. Primo Levi, who did so much to keep the memory of the Nazi concentration camps alive, warned, "A memory evoked too often, and expressed in the form of story, tends to become fixed in stereotype ... crystallised, perfected, adorned, installing itself in the place of the raw memory and growing at its expense." As we learn more about the past, that knowledge can become part of our memory too.

Margaret MacMillan, *The Uses and Abuses of History* (London: Profile Books, 2010), pp. 45–49.

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. Phillip came along and kicked the main cabin doors open and this allowed everything to be sucked out. I knew what I had to do in this situation and got on with it and I don't know what they were doing. We pulled out the drawers to pack up the floor so it was level to sleep on and we all piled in to keep warm ... The cabin was 57 inches wide and 7 feet long and 18 feet high. From the keel to the water would have been over two metres. I had no idea which way we were drifting and I didn't attempt to keep a position. For the first 40 days the crew wouldn't let me keep a log or any record at all. We just marked the days off. After that I started to keep a record including remembering what happened before. We lost the water through the breathers¹. We had a bag of apples which floated and we got our moisture from that. We had bottles of 7 Up². We had a lot of muesli at first. We ate quite well. On day 40 we rigged up a water system which I had thought up. At this stage I was interested in keeping all of them alive and well ... The spinnaker poles which were along the side, one I rigged up as a mast, and the other to fish on. After this we had plenty of water, so then I concerned myself with the food supplies. During the next 40 days we got used to fishing with gaffs and nets. I got the crew to get interested in various projects and tried to make them think it was their ideas to boost their morale. Anything to stop them moping about. This was successful as we got into a routine. The third 40 days we had plenty of food, fish, water and we had kiwi fruit ... We had dried fish. I found then the gas tank still had gas in it so I fashioned a gas torch so we had cooked food from then on ...

On the fifth day after we turned over we went on deck I saw we had salt water sores where we had cotton next to our skin. I told everyone to put wool next to our skin and we never had salt water sores again ...

I attribute our good physical condition to the fact that I had a lot of food on board for my extended cruising, and this was mainly above water when we turned over, and that I was insistent that everyone stay healthy and alive. 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

¹ breathers ventilation holes

² 7 Up a soft drink

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. Electronics like the Sat Nav and radar don't work when they're full of water ... We made a bed from cupboard doors and drawers to be out of the water under the cockpit which was now the highest part ...

I didn't know how, but I *knew* I was going to get out of it. From years of experiencing storms, rogue waves and near disasters with an attitude of 'I can do it', I had crossed the great divide to *knowing*.

Battered by winter storms, no one knew where we were. My new-found and inexperienced crew didn't like me one bit as I appeared to be one with the sea and I was apparently enjoying myself (their words). One of them even thought of the most accusing thing he could think of and snarled at me that I had a Peter Pan attitude. I didn't tell him how flattered that made me ...

Instead of bemoaning my situation, I did what I love to do ... While I was certainly trapped in "*Rose-Noëlle*" with two unhappy Kiwis and an American, I was nevertheless happily creating what I was going to do next ... once we got back on land. Not like the others who were in despair and thought they were going to die ...

On day 50 we had a celebration dinner and afterwards I proposed we have an extra special dinner to celebrate day 100. This didn't endear me one iota to my crew at all. They expected to be rescued the next day — always ... Day 100 came and went, and to my surprise I began seeing passing yachts and planes going overhead ...

The next plane I saw was still climbing after take off. And it was directly overhead. That gave me a longitude and a latitude. This was the most mind-blowing emotional experience I have ever had. I got a chart out and plotted, we must have been off Great Barrier Island. When I told the others, Phil's response was "I'll believe it if I see a gannet," a sea bird common to Great Barrier Island in the Hauraki gulf off Auckland ... Before we saw land I *knew* I had created the "miracle" ...

They say personal experience is personal truth, and I figure if you are in knowledge, open minded and aware you can manifest whatever you desire into reality. 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*

RECOMMENDATIONS

1. That Liaison between Ministry of Transport and Customs Department on yacht clearances be improved.
2. That the Ministry of Transport institute a monitoring of yacht inspections and clearances.
3. That the standard of training for Superintendents of Mercantile Marine be improved.
4. That the Instructional Book supplied to Superintendents be up-graded.
5. That all New Zealand yachts departing overseas be fitted with an E.P.I.R.B. beacon.
6. That all New Zealand yachts departing overseas be fitted with a single side band marine radio.
7. That all New Zealand yachts departing overseas be required to report their position every 24 hours to a 'proper' organisation.
8. That the New Zealand Government take steps to install a "Local User Terminal" and so join the International distress Satellite Reporting System.

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.

SOURCE F: Photograph of Rick Hellriegel's wife, children and relatives watching a live TV interview of Rick as they await their flight to Auckland to be with him, Oct. 1989



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>

