

**OXFORD CAMBRIDGE AND RSA EXAMINATIONS  
GENERAL CERTIFICATE OF SECONDARY EDUCATION**

**2431/01**

**ENGLISH (Specification 1900)**

**Unit 1 Non-Fiction, Media and Information  
(Foundation Tier)**

**TUESDAY 8 JUNE 2010: Morning**

**DURATION: 1 hour 45 minutes**

**SUITABLE FOR VISUALLY IMPAIRED CANDIDATES**

**Candidates answer on the Answer Booklet**

**OCR SUPPLIED MATERIALS:**

**8 page Answer Booklet**

**OTHER MATERIALS REQUIRED:**

**None**

**READ INSTRUCTIONS OVERLEAF**

## **INSTRUCTIONS TO CANDIDATES**

- Write your name clearly in capital letters, your Centre Number and Candidate Number in the spaces provided on the Answer Booklet.
- Use black ink.
- Read each question carefully and make sure that you know what you have to do before starting your answer.
- Answer ALL the questions.

## **INFORMATION FOR CANDIDATES**

- The number of marks is given in brackets [ ] at the end of each question or part question.
- SECTION A is worth 42 marks. You are advised to spend NO MORE THAN 1 HOUR 10 MINUTES on it.
- SECTION B is worth 21 marks. You are advised to spend NO MORE THAN 35 MINUTES on it.
- The total number of marks for this paper is 63.

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## **SECTION A**

You are advised to spend **NO MORE THAN 1 HOUR 10 MINUTES** on Section A.

### **READING: NON-FICTION**

During the night of May 20<sup>th</sup> 2007, the ‘Cutty Sark’, a famous old sailing ship, was partly destroyed by fire. This article describes why the ship was built and what it was used for.

Read this passage carefully and then **ANSWER QUESTIONS 1(a), (b), (c) AND (d)**.

These answers will be marked for reading. Plan your answers and write them carefully.

## **‘CUTTY SARK’: AN HISTORICAL TREASURE**



**Tourist magnet: the 138-year-old ship before the fire, showing its masts, rigging and sails furled.**

Since 1954, the ‘Cutty Sark’ has been visited by more than 15 million tourists in its dry dock at Greenwich in South-east London. When fire reduced it to a blackened skeleton, historians and generations of tourists were left in shock. Whether the result of vandalism or a tragic accident, the two-hour blaze has raised doubts over the future of one of Britain’s national treasures. A Government Minister said, ‘It’s absolutely devastating. This ship is a world-famous landmark.’

In 1869, a beautiful new ship, the ‘Cutty Sark’, was launched at the Clyde shipyard. The beauty was in the design: though a heavy-duty cargo ship, her narrow bow was like that of a racing yacht. She was a ‘clipper’, a three-masted sailing ship built for long-distance trading and destined to be one of the fastest and largest ships in the world. At that time, sailing ships were still masters of the long-distance routes to China, Australia, New Zealand and South America.

John Willis, a ship owner who had been a captain in the China tea trade, ordered this new vessel from the Glasgow shipbuilders, Scott and Lincoln. It weighed 963 tons, was 212 feet long, 36 feet wide and had its planks fastened to an iron frame. Its mast soared to 152 feet and it carried canvas sail equal to the area of 11 tennis courts.

Willis named his ship ‘Cutty Sark’ and decorated her bow with a figurehead of Nannie, the witch in Robert Burns’ poem, ‘Tam o’Shanter’. In the poem, this beautiful witch, wearing nothing but a ‘cutty sark’, or short shirt, chases after a drunken farmer called Tom, but manages only to catch the tail of his horse. This is why Nannie is carved with her left arm outstretched.

**This was a time when huge profits were to be made by the first ship which raced back from China with the first tea of the year, and Willis sent his ship to China for a cargo of 1450 tons of tea. There were still some merchants who believed that tea was better carried in a wooden ship than in an iron steamer where it might be contaminated. ‘Cutty Sark’, wooden with an iron frame, brought the tea back in 109 days, and did so until 1877, when the age of the tea clipper was over. Steamships using the Suez Canal were faster; sailing ships could not use the canal.** 35 40

**But, from 1883, ‘Cutty Sark’ had twelve more years of fame, racing Australian wool around Cape Horn to London under the command of Captain Richard Woodget. Woodget made her the Queen of the Cape Horn wool race, beating off her rivals year after year. Typically, he sailed her out to Australia in 75 days and back to England in 80, setting a record for the return voyage of 72 days in 1885.** 45 50

**These were years of adventure, danger and highly-skilled seamanship in the great gales of the Southern Ocean, and of frightening encounters with icebergs.** 55

**‘Cutty Sark’ brought home her last Australian cargo in 1895. She had had a glorious time and had earned her keep for 25 years. Her name endured. “It was thrilling on the old ‘Cutty’,” said Woodget. “She sailed like the witch she really was.”** 60

**Adapted from an article by Trevor Fishlock.**

- 1 (a) In the final paragraph, to what did Captain Woodget compare the ‘Cutty Sark’? [1]
- (b) From the paragraph beginning ‘This was a time when...’ (lines 34 to 44), why did some merchants believe that tea was better carried in a sailing ship than in an iron steamship? [2]
- (c) From the paragraph beginning ‘This was a time when...’ (lines 34 to 44) what caused the age of the tea clipper to end in 1877? [2]
- (d) What made the ‘Cutty Sark’ such a special ship in its day?

**USE YOUR OWN WORDS** as far as possible. [16]

[Total 21 marks]

**TURN OVER FOR THE REMAINDER OF SECTION A**

## READING: MEDIA TEXT

Read this newspaper article, which explains the historical importance of the 'Cutty Sark', and then ANSWER QUESTION 2.

Your answer will be marked for reading. Plan your answer and write it carefully.

## A POWERFUL REMINDER OF PAST GREATNESS



History ablaze: the 'Cutty Sark' at the height of the fire, showing the dark quayside, the 'skeleton' of the ship, seen through flames, and clouds of smoke rising into the sky.



## **WE ARE SO PASSIONATE ABOUT OUR GREAT OLD SHIPS**

We cling to memories of the ships representing our history with a passion which we never display towards mere planes or military souvenirs. ‘Mary Rose’, ‘Victory’, ‘Cutty Sark’ – every schoolchild learns the names of Britain’s great old ships, and many cherish the chance to gaze upon them.

### **SADNESS**

When the ‘Cutty Sark’ was reduced by fire to a blackened wreck in the early hours of 20<sup>th</sup> May 2007, many people who have never been to sea felt a surge of sadness. A wonderful fragment of history, one of all too few relics of our trading past, had been sorely injured.

### **WEALTH AND EMPIRE**

For more than half a century, ‘Cutty Sark’s 152 ft masts have soared above the Thames at Greenwich. It would make most of us feel dizzy just to imagine what it was like to climb up the ship’s rigging and make sail in a stormy sea. Through more than five hundred years, Britain’s wealth and empire were created and sustained by such ships and their crews. From Bristol, Liverpool and the Port of London, they set forth to bring back the raw materials and goods we wanted from the furthest corners of the world.

### **BEAUTY AND GRACE**

The ‘Cutty Sark’ was built at the very end of the era of sail, when speed was important to the tea trade. The first ships to complete the China passage carrying the annual tea harvest from the East commanded a high price for their cargoes.

**The tea clippers were legends of beauty and grace, with their fine, sleek prows – so much more elegant than the rounded bows of previous generations of merchant ships – together with their massive spreads of canvas.**

## **FORCES OF NATURE**

**We are so accustomed to being able to move by land, sea and air wherever we choose to steer our motorised craft, that it requires an effort of will to understand a world in which ships were at the mercy of the forces of Nature.**

**Sailing ships heading for the Indian Ocean had to steer far wide of the coast of Africa, west across the Atlantic, sometimes touching South America, to catch winds that would enable them to get round the Cape of Good Hope. Sailors faced the terrors of scaling the huge masts, often at night or in heavy seas, when a man aloft might find himself swinging in an arc of ninety degrees, more than a hundred feet above the sea.**

**Every ship expected to lose a man or two, falling to the deck or into the ocean. Even the largest and most strongly built ships often found themselves overwhelmed by the cruel sea.**

## **RAW COURAGE**

**‘Cutty Sark’ is a monument to an age when man’s contest with the sea was far more perilous for sailors than it has become in modern times. She represents the spirit of commercial enterprise and also the raw courage of those who crewed her and others like her across the oceans for centuries.**

**‘Cutty Sark’ is a symbol of so much which we love and admire that it would be unthinkable to allow her story to end in blackened embers. We must find the money to rebuild her to her old glory.**

**Adapted from an article by Max Hastings.**

**2 How does the writer celebrate the importance of the ‘Cutty Sark’?**

**In your answer, you should write about:**

**(a) the PRESENTATION of the article**

**(b) the INFORMATION given about the importance of the ‘Cutty Sark’**

**(c) the WORDS AND PHRASES which celebrate the ship’s importance. [21]**

**TURN OVER FOR SECTION B**

## **SECTION B**

You are advised to spend **NO MORE THAN 35 MINUTES** on Section B.

### **WRITING TO INFORM, EXPLAIN, DESCRIBE**

This answer will be marked for writing. Plan your answer and write it carefully.

Leave enough time to check through what you have written.

**3** **DESCRIBE** an object or place which is special to you.

**EXPLAIN** what makes it so special. [21]



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