

Paper Reference(s)

4355/1F

London Examinations IGCSE

English Language

Foundation Tier

Paper 1F

Thursday 5 May 2005 – Morning

Time: 2 hours

Materials required for examination

Answer book (AB12)

Items included with question papers

Section A Passage

Instructions to Candidates

Answer **ALL** questions.

In the boxes on the answer book, write the name of the examining body (London Examinations), your centre number, candidate number, the subject title (English Language), the paper reference (4355/1F), your surname, other names and signature.

Answer the questions in your answer book. Make sure your answers are clearly numbered. Use additional answer sheets if necessary.

Information for Candidates

The total mark for this paper is 60. The marks for each question are shown in round brackets: e.g. (2). This paper has nine questions. All blank pages are indicated. Questions 1–6 are based on the passage inserted with this paper (Section A Passage).

Copies of the London Examinations Anthology may **NOT** be brought into the examination.

Dictionaries may **NOT** be used in this examination.

Advice to Candidates

You are reminded of the importance of clear English and careful presentation in your answers.

You are advised to spend an equal amount of time on each of the three sections of this paper.

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Turn over

SECTION A: Reading

The following questions are based on Section A Passage, *The First Landing on the Moon*.

You should spend about 40 minutes answering the questions in this section.

You should refer closely to the passage to support your answers. You may include **brief** quotations.

1. What did the crew do on either occasion when the alarms went off? (1)
2. What sort of landscape does Neil Armstrong compare the moon to? (2)
3. In lines 8–13 the writer tells us about some features of the landing site. Give **two** points which were important to Armstrong in order to make a safe touchdown. (3)
4. Look again at lines 41 to 49. Explain the difficulties Aldrin faced when collecting his samples, and how he tried to overcome them. (3)
5. Look again at lines 1–26. How does the writer build up a sense of excitement as the astronauts land on the moon? (6)
6. How does the writer make us aware that this was such an important event for the whole world? (5)

TOTAL FOR SECTION A: 20 MARKS

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TURN OVER FOR SECTION B

SECTION B: Reading and Writing

You should spend about 40 minutes on this section.

Remind yourself of the passage, *Taking on the World*, from the London Examinations Anthology, and then answer Questions 7 and 8.

From *Taking on the World*

Ellen MacArthur became famous in 2001 when she competed in the Vendée Globe solo round-the-world yacht race. She was the youngest (24 years old) and probably the shortest (just 5ft 2in!) competitor. She came second, despite appalling weather, exhaustion and, as she describes here, problems with her boat, Kingfisher.

I climbed the mast on Christmas Eve, and though I had time to get ready, it was the hardest climb to date. I had worked through the night preparing for it, making sure I had all the tools, mouse lines and bits I might need, and had agonised for hours over how I should prepare the *halyard*¹ so that it would stream out easily below me and would not get caught as I climbed.

When it got light I decided that the time was right. I kitted up in my middle layer clothes as I didn't want to wear so much that I wouldn't be able to move freely up there. The most dangerous thing apart from falling off is to be thrown against the mast, and though I would be wearing a helmet it would not be difficult to break bones up there.

I laid out the new halyard on deck, flaking it neatly so there were no twists. As I took the mast in my hands and began to climb I felt almost as if I was stepping out on to the moon – a world over which I had no control. You can't ease the *sheets*² or take a *reef*³, nor can you alter the settings for the autopilot. If something goes wrong you are not there to attend to it. You are a passive observer looking down at your boat some 90 feet below you. After climbing just a couple of metres I realised how hard it was going to be, I couldn't feel my fingers – I'd need gloves, despite the loss of dexterity. I climbed down, getting soaked as we ploughed into a wave – the decks around my feet were awash. I unclipped my *jumar*⁴ from the halyard and put on a pair of sailing gloves. There would be no second climb on this one – I knew that I would not have the energy.

As I climbed my hands were more comfortable, and initially progress was positive. But it got harder and harder as I was not only pulling my own weight up as I climbed but also the increasingly heavy halyard – nearly 200 feet of rope by the time I made it to the top. The physical drain came far less from the climbing than from the clinging on. The hardest thing is just to hang on as the mast slices erratically through the air. There would be the odd massive wave which I could feel us surf down, knowing we would pile into the wave in front. I would wrap my arms around the mast and press my face against its cold and slippery carbon surface, waiting for the shuddering slowdown. Eyes closed and teeth gritted, I hung on tight, wrists clenched together, and hoped. Occasionally on the smaller waves I would be thrown before I could hold on tight, and my body and the tools I carried were thrown away from the mast; I'd be hanging on by just one arm, trying to stop myself from smacking back into the rig.

By the third *spreader*⁵ I was exhausted; the halyard was heavier and the motion more violent. I held on to her spreader base and hung there, holding tight to breathe more deeply and conjure up more energy. But I realised that the halyard was tight and it had caught on something. I knew that if I went down to free it I would not have the energy to climb up once again. I tugged and tugged on the rope – the frustration was unreal. It had to come, quite simply the rope had to come free.

Luckily with all the pulling I managed to create enough slack to make it to the top, but now I was even more exhausted. I squinted at the grey sky above me and watched the mast-head whip across the clouds. The wind whistled past us, made visible by the snow that had begun to fall. Below the sea stretched out for ever, the size and length of the waves emphasised by this new aerial view. This is what it must look like to the albatross.

I rallied once more and left the safety of the final spreader for my last hike to the top. The motion was worse than ever, and as I climbed I thought to myself, not far now, kiddo, come on, just keep moving... As the mast-head came within reach there was a short moment of relief; at least there was no giving up now I had made it – whatever happened now I had the whole mast to climb down. I fumbled at the top of the rig, feeding in the halyard and connecting the other end to the top of *Kingfisher's* mast. The job only took half an hour – then I began my descent. This was by far the most dangerous part and I had my heart in my mouth – no time for complacency now, I thought, not till you reach the deck, kiddo, it's far from over...

40

It was almost four hours before I called Mark back and I shook with exhaustion as we spoke. We had been surfing at well over 20 knots while I was up there. My limbs were bruised and my head was spinning, but I felt like a million dollars as I spoke on the phone. Santa had called on *Kingfisher* early and we had the best present ever – a new halyard.

50

¹*halyard*: a rope used for raising and lowering sails

²*sheet*: a line to control the sails

³*reef*: reduces area of sails

⁴*jumar*: a climbing device that grips the rope so that it can be climbed

⁵*spreader*: a bar attached to a yacht's mast

You must answer both questions, 7 and 8.

7. How does the writer help us to understand the dangers and difficulties of climbing the mast?

In your answer you should write about:

- the weather and sea conditions
- what we learn about the writer
- the language that the writer uses.

You should refer closely to the passage to support your answer. You may include **brief** quotations.

(10 Marks for Reading)

8. Write about a time in your life when you experienced danger of some sort. Explain what happened and how you reacted.

(10 Marks for Writing)

TOTAL FOR SECTION B: 20 MARKS

Turn over for Section C

SECTION C: Writing

You should spend about 40 minutes on this section.

9. Think about a journey that you have made or would like to make. It could be any kind of journey, real or imaginary, close to home or far away.

Describe your journey in a lively and interesting way.

TOTAL FOR SECTION C: 20 MARKS

END

Edexcel Limited gratefully acknowledges the following sources used in the preparation of this paper:

Adaptations from: *Chariots for Apollo: A History of Manned Lunar Spacecraft*, courtesy G. Brooks, James M. Grimwood and Loyd S. Svenson, Jr, NASA History Series, 1979.

Photograph from NASA/SCIENCE PHOTO LIBRARY, NOT FOR COMMERCIAL USE.

Taking on the World, Ellen MacArthur, Michael Joseph, 2002.

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Section A Passage

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Turn over

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Section A Passage

Read the following passage carefully and then answer questions 1 to 6, printed on page 2 of the examination paper.

The First Landing on the Moon

This is the story of the first landing on the moon. Commander Neil Armstrong was the pilot of the landing craft, known as The Eagle, and he was the first man to stand on the surface of the moon. He was followed by Buzz Aldrin. A third astronaut, Michael Collins, waited for them in orbit around the moon.

Now the world could only listen and pray as it waited for the landing. Armstrong advanced the throttle until the descent engine reached maximum thrust. Then, five minutes into the manoeuvre, the crewmen began hearing alarms. On one occasion, the computer told them a switch was in the wrong position, and they corrected it. Another time, they could find no reason for the alarm, but they juggled the switches and the clanging stopped. Coping with these alarms, some of which were caused by computer overloads, lasted four minutes. By the time they had a chance to look outside, only 600 metres and three minutes' time separated them from the lunar surface. 5

Armstrong saw the landing site immediately. He also saw that the touchdown would be just short of a large rocky crater with boulders, some as large as five metres in diameter, scattered over a wide area. If he could land just in front of that spot, he thought, they might find the area of some scientific interest. But the thought was fleeting; such a landing would be impossible. Flying across the boulder field, Armstrong soon found a relatively smooth area, lying between some sizeable craters and another field of boulders. 10

Armstrong was concentrating so hard on flying the landing craft that he was unable to feel the first touch on the moon, nor did he hear Aldrin call out "contact light," when the footpads brushed the surface. The landing craft settled gently down, like a helicopter, and Armstrong cut off the engine. 15

Armstrong to Base: "The Eagle has landed."

Base: "OK Eagle. We're breathing again."

And Armstrong started breathing again, too. He was not pleased with his piloting, but landing on the moon was much trickier than landing on the earth. Aldrin thought it "a very smooth touchdown." 20

Finally, it was time to open the hatch, and prepare to step out onto the moon. Armstrong was wondering if the light would be good enough for the television camera to capture his first step. The crewmen could not wait any longer; six hours and twenty-one minutes after landing, they pulled the hatch open, and Aldrin watched carefully as Armstrong backed out. Then the watching world saw what it had been waiting for – Armstrong's first step onto the moon. 25

"That's one small step for man, one giant leap for mankind."

With this historic moment behind him, Armstrong began to talk about the surface, about the powdery charcoal-like layers of dust, as he and the television camera looked at his bootprints in the lunar soil. Armstrong described the stark beauty of the moon, likening the area to high desert country. When Aldrin asked, "Are you ready for me to come out?" Armstrong answered, "Yes." Eighteen minutes and twelve seconds after the first man stepped on the moon, he was joined by his companion. 30



Armstrong unveiled the plaque to be left on the moon and read the words on it to a vast listening audience: 35

Here Man from the planet Earth first set foot upon the Moon, July 1969. We came in peace for all mankind.

A little later they held the flag-raising ceremony. Collins, circling above, was probably the only person around without television coverage of the event. 40

The astronauts began the scientific part of their mission. Aldrin began collecting the samples. Reminded that scientists wanted two core-tube specimens, he pushed the tube about ten centimetres into the ground and began tapping it with a hammer. When it did not go 45
much further, he hit it until the hammer made dents in the top of the tube. Even then he could only get it about

five centimetres deeper. He pulled the tube out of the ground. He tried again about five metres away, but the results were not much better.

Armstrong had been taking photographs and filling sample boxes with lunar rocks and surface soil, describing what he was doing as he went from place to place. He operated the camera, even though it was difficult to use with his gloves on. 50

After an hour and three-quarters on the surface, Aldrin heard, “Head on up the ladder, Buzz.” The first step was a long one, and the soil on the soles of his boots made the rungs slippery, but he made it. The crew hauled the sample boxes and cameras back into the cabin. Neither crewman had any 55
trouble getting into the cabin.

Base told Collins that the lunar walkers had returned to their landing craft. Mission accomplished.

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