

Paper Reference(s)

4355/2H

London Examinations IGCSE

English Language

Higher Tier

Paper 2H

Thursday 5 May 2005 – Morning

Time: 2 hours

Materials required for examination

Answer book (AB12)

Items included with question papers

Nil

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 (4355/2H), 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 six questions. All blank pages are indicated.

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

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INTERNATIONAL

SECTION A: Reading

You should spend about 40 minutes on this section.

Read the following passage carefully and then answer the questions which follow on page 3.

Storm!



The writer and his crew are sailing across the Atlantic Ocean in a small boat made out of leather pieces sewn together. In this passage the boat meets its first storm.

The seventh wave is said to be the worst, the one that does the damage in the turmoil of an ocean gale. Clinging to the helm of a small open boat in the heaving waters of a bad Atlantic storm, one's temptation to count the waves is irresistible. The mind longs for anything that might impose a pattern on the jumble of destruction unfolding each time the boat rises to the crest of a roller. A frightening grey vista stretches endlessly to the horizon, rank upon rank of massive breaking waves, each one capable of swamping, destroying or capsizing any boat. So always, at that brief moment before the boat drops into the next trough, the eye seeks to pick out the seventh

waves, real or imaginary, the monsters lifting their heads in menace above their companions, before they too then sink down to hide in ambush.

On that wind-torn evening in late May 1976, it seemed to my tired mind that the wave pattern was changing. Instead of the seventh waves, the sea appeared to be collecting its strength in random groups of three. The leading wave of each group would come rolling down on us, steeper and steeper by the moment, until it could no longer support its own mass. Its crest toppled forward and then came sliding down the wave front in a self-generated avalanche of foam and released energy. When it struck, the boat shuddered and faltered. The helm twisted savagely in my hand, then went slack, and we were picked up bodily and rushed forward in the grip of the white water. In that dangerous incident the gale clawed at us, striving to slew the boat sideways so that she would be parallel to the advancing wave crests. Should that happen, we were lost. Then the second or the third great wave would sweep over the vulnerable length of the hull, and each time I feared it would be the last wave my crew and I would ever face.

No one could tell us how to steer our boat through the gale. No boat quite like her had been afloat 25
for the last thousand years or so. To a casual observer our craft looked like a floating banana: long
and slim with her tapering bow and stern curved gently upward in an odd fashion. Yet her most
extraordinary feature was only apparent if one examined her closely: the boat was made of leather.
Her hull was nothing more than forty-nine ox hides stitched together to form a patchwork quilt
stretched over a wooden frame. It was this skin, only a quarter of an inch thick, flexing and shifting 30
as the boat moved – just like the skin over a man’s ribcage – that now stood between us and the fury
of the Atlantic. Watching the waves, I recalled the bleak warning of one of the world’s leading
authorities on leather science before we started our voyage:
“Oxhide,” he explained in his precise university tone, “is very high in protein. It resembles a piece
of steak, if you like. It will decompose in the same way, either quickly or slowly, depending on 35
various factors such as the temperature, how well it has been tanned to turn it into leather, and the
amount of stress imposed upon it. In time it will turn into a nasty, evil-smelling blob of jelly. Just
like a rotting piece of oxhide.”

The hull’s turning to jelly was now the least of my problems. The gale was showing signs of getting
worse; the waves were increasing in size. They were smashing into us more violently; and if the 40
leather hull was not strong enough, the first result would be when the thread holding the oxhides
together simply ripped through the weakened hides like tearing the perforations on a cardboard
packet. Then the oxhides would peel away like petals and the wooden frame underneath would
spring open like a flower in a brief moment of disintegration. Privately, I doubted it would ever
come to that. Much more likely was the possibility of a capsizing. Our boat had no keel beneath her 45
to hold her steady. If one of the tumbling wave crests caught her wrong-footed, she would be sent
spinning upside down and her crew tipped into the water, where there was no hope of rescue.

1. Look again at lines 25 to 33. What **three** comparisons does the writer use to help the reader understand the boat’s appearance and construction? (3)
2. **In your own words** explain why a leather boat is more at risk than other boats. (5)
3. How does the writer convey the violence and power of the sea and the weather throughout this passage?

You should refer closely to the passage to support your answer. You may include **brief** quotations. (12)

TOTAL FOR SECTION A: 20 MARKS

SECTION B: Reading and Writing

You should spend about 40 minutes on this section.

Remind yourself of the passage, *Explorers, or boys messing about? Either way, taxpayer gets rescue bill*, from the London Examinations Anthology, and then answer Questions 4 and 5.

Explorers, or boys messing about? Either way, taxpayer gets rescue bill

Helicopter duo plucked from life-raft after Antarctic crash

Their last expedition ended in farce when the Russians threatened to send in military planes to intercept them as they tried to cross into Siberia via the icebound Bering Strait.

Yesterday a new adventure undertaken by British explorers Steve Brooks and Quentin Smith almost led to tragedy when their helicopter plunged into the sea off Antarctica.

The men were plucked from the icy waters by a Chilean naval ship after a nine-hour rescue which began when Mr Brooks contacted his wife, Jo Vestey, on his satellite phone asking for assistance. The rescue involved the Royal Navy, the RAF and British Coastguards. 10

Last night there was resentment in some quarters that the men's adventure had cost the taxpayers of Britain and Chile tens of thousands of pounds.

Experts questioned the wisdom of taking a small helicopter – the four-seater Robinson R44 has a single engine – into such a hostile environment.

There was also confusion about what exactly the men were trying to achieve. A website set up to promote the Bering Strait expedition claims the team were trying to fly from North to South Pole in their “trustworthy helicopter”.

But Ms Vestey claimed she did not know what the pair were up to, describing them as “boys messing around with a helicopter”.

The drama began around 1am British time when Mr Brooks, 42, and 40-year-old Mr Smith, also known as Q, ditched into the sea 100 miles off Antarctica, about 36 miles off Smith Island, and scrambled into their life-raft. 20

Mr Brooks called his wife in London on his satellite phone. She said: “He said they were both in the life-raft but were okay and could I call the emergency people.”

Meanwhile, distress signals were being beamed from the ditched helicopter and from Mr Brooks' Breitling emergency watch, a wedding present.

The signals from the aircraft were deciphered by Falmouth coastguard in England and passed on to the rescue co-ordination centre at RAF Kinloss in Scotland.

The Royal Navy's ice patrol ship, HMS Endurance, which was 180 miles away surveying uncharted waters, began steaming towards the scene and dispatched its two Lynx helicopters. 30

One was driven back because of poor visibility but the second was on its way when the men were picked up by a Chilean naval vessel at about 10.20am British time.

Though the pair wore survival suits and the weather at the spot where they ditched was clear, one Antarctic explorer told Mr Brooks' wife it was “nothing short of a miracle” that they had survived.

Both men are experienced adventurers. Mr Brooks, a property developer from London, has taken part in expeditions to 70 countries in 15 years. He has trekked solo

to Everest base camp and walked barefoot for three days in the Himalayas. He has negotiated the white water rapids of the Zambezi river by kayak and survived a charge by a silver back gorilla in the Congo. He is also a qualified mechanical engineer and pilot. 40

He and his wife spent their honeymoon flying the helicopter from Alaska to Chile. The 16,000-mile trip took three months.

Mr Smith, also from London, claims to have been flying since the age of five. He has twice flown a helicopter around the globe and won the world freestyle helicopter flying championship.

Despite their experience, it is not for the first time they have hit the headlines for the wrong reasons.

In April, Mr Brooks and another explorer, Graham Stratford, were poised to become the first to complete a crossing of the 56-mile wide frozen Bering Strait between the US and Russia in an amphibious vehicle, Snowbird VI, which could carve its way through ice floes and float in the water in between. 50

But they were forced to call a halt after the Russian authorities told them they would scramble military helicopters to lift them off the ice if they crossed the border.

Ironically, one of the aims of the expedition, for which Mr Smith provided air back-up, was to demonstrate how good relations between east and west had become.

The wisdom of the team's latest adventure was questioned by, among others, Gunter Endres, editor of *Jane's Helicopter Markets and Systems*, who said: "I'm surprised they use the R44. I wouldn't use a helicopter like that to go so far over the sea. It sounds like they were pushing it to the maximum". 60

A spokesman for the pair said it was not known what had gone wrong. The flying conditions had been "excellent".

The Ministry of Defence said the taxpayer would pick up the bill, as was normal in rescues in the UK and abroad. The spokesperson said it was "highly unlikely" that it would recover any of the money.

Last night the men were on their way to the Chilean naval base where HMS Endurance was to pick them up. Ms Vestey said: "They have been checked and appear to be well. I don't know what will happen to them once they have been picked up by HMS Endurance – they'll probably have their bottoms kicked and be sent home the long way". 70

You must answer both questions, 4 and 5.

4. How does the writer encourage us to take an unsympathetic view of the actions of the two men?

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

(10 Marks for Reading)

5. 'Explorers and adventurers should be forced to pay for the cost of their own rescues, however expensive.'

Write a letter to a newspaper arguing for **or** against this statement.

(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.

6. 'I remember the first day I went to school as if it were yesterday.'

Describe your first day at school in a way that will help others to understand your experiences.

TOTAL FOR SECTION C: 20 MARKS

END

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

Adaptations from: *The Brendan Voyage*, Tim Severin, Book Club Associates, 1978.
Photograph from *The Brendan Voyage*, Ian Yeomans, Book Club Associates, 1978.
Explorers, or Boys Messing About?, Steven Morris, *The Guardian*, 2003.

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