

Answer ALL questions.

SECTION A: Reading

You should spend about 40 minutes on this section.

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

As a young girl Grace Darling lived in a lighthouse, on a lonely island. The lighthouse shone a strong light to warn ships of dangers.

The Story of Grace Darling



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Grace Darling was born on the 24th of November 1815. She was the seventh child of William Darling. The family lived in a small cottage attached to the lighthouse on Brownsman Island. They were the only people who lived on the island. Their cottage had no running water or electricity but it had a pond and a walled garden where they kept chickens and grew their own vegetables and

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flowers. They also caught fish and collected sea birds' eggs.

However, the lighthouse on Brownsman Island was not in a good position for guiding ships past the dangerous rocks so a new lighthouse was built in the Farne Islands. When Grace was ten years old, the Darling family moved to the new lighthouse.

The home

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The new lighthouse became their home and was built on bare rock just above water at high tide where it was exposed to the full fury of the sea. It was a bleak and wild place where nothing would grow and no birds lived.

Grace and her family spent most of their time on the ground floor of the lighthouse. The top level had the light that warned ships of the dangerous rocks all around. Outside there was a boathouse for their boat and an oil store.

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William Darling taught all his children to read and write and to do mathematics. He also taught them history and geography. Grace and her sisters learned to knit, spin, sew and cook – and, like all lighthouse keepers' children, they helped to look after the lighthouse.

Life at the lighthouse

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Work at the lighthouse was very hard. Every day Grace's father had to clean the lamps and the windows of the lighthouse. He had to make sure there was enough oil in the lamps.

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Grace was kept busy all day with her studies, needlework and helping to keep the house clean and tidy. Sometimes, when her brothers were not there, she would help her



father row the boat when he needed to go out in it. Grace also took her turn at the top of the lighthouse keeping watch, day and night, for ships in trouble at sea.

35 By the time Grace was 19 years old, all but one of her brothers and sisters had left home to marry or to work on the mainland. Only she and her 16-year-old brother stayed.

The rescue

On the 5th of September 1838 the steamship *Forfarshire* set off from Hull to Scotland. The ship carried about 60 passengers and crew.

40 Suddenly, around 4.00 am, there was a great crash as the steamship struck the Big Harcar Rock. Within fifteen minutes the ship had broken in two. The back half was swept away and sank. A fierce storm was blowing around the lighthouse and huge waves were battering the lighthouse walls.

Grace spotted the wreck but it was not until nearly 7.00 am that it was light enough to see survivors moving on the Big Harcar Rock. As her brother had gone away for the night, Grace had to go with her father William to try to rescue the survivors.

45 Grace took blankets with her to warm the survivors. The tide and wind were very strong. This meant that they had to row an extra kilometre to avoid being blown on to the jagged rocks, and to reach the survivors safely.

50 There were nine people still on the rock. William leapt out of the boat and on to the rock to reach the people, leaving Grace to handle the heavy boat alone. She had to take both oars and row backwards and forwards, trying to keep the boat from being smashed against the rocks. They managed to rescue the survivors, helping them into the boat.

Heroes

55 Soon the story of the wreck and the daring rescue was on the front pages of all the newspapers. Grace Darling became a heroine. Everyone wanted to know all about her. She was sent hundreds of letters and presents from well-wishers. Both Grace and her father were awarded gold medals.

However Grace did not enjoy all this attention. She found that writing constant thank-you letters and sitting for portraits left her little time for her usual work.

60 In April 1842, only four years after the rescue, Grace became ill. She realised she did not have long to live so, with her family gathered around her, she gave them each something from her collection of medals and presents. On the 20th of October 1842, Grace died in her father's arms. The funeral, which took place in the village of Bamburgh on the mainland, was very grand. Hundreds of people, rich and poor, attended the funeral to say goodbye to Grace. Two years later, a monument to Grace
65 was put up.



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

1. Name **two** things mentioned in the passage that the family could eat when they lived on Brownsman Island.

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Q1

(Total 2 marks)

2. Look again at lines 24 to 35. Give **three** jobs which Grace’s father does.

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Q2

(Total 3 marks)



3. In your own words, describe Grace’s daily life in the lighthouse on the Farne Islands.

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(Total 4 marks)

Q3

4. Explain why Grace is involved in the rescue, and how she plays such an important part in it.

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(Total 5 marks)

Q4



SECTION B: Reading and Writing

You should spend about 40 minutes on this section.

Remind yourself of the following passage from the London Examinations Anthology, and then answer questions 6 and 7.

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.

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 at around 1 am 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.

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.

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 10.20 am 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.

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

45 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.

50 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.

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 backup, was to demonstrate how good relations between east and west had become.

60 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 used 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".

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

65 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.

70 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".

(Steven Morris, the *Guardian*, 28 January 2003)



