Cambridge Assessment International Education
Cambridge International General Certificate of Secondary Education

FIRST LANGUAGE ENGLISH **0500/13**
Paper 1 Reading Passages (Core) **May/June 2019**
READING BOOKLET INSERT **1 hour 45 minutes**

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READ THESE INSTRUCTIONS FIRST

This Reading Booklet Insert contains the reading passages for use with **all** the questions on the Question Paper.

You may annotate this Reading Booklet Insert and use the blank spaces for planning.
This Reading Booklet Insert is **not** assessed by the Examiner.

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Part 1

Read **Passage A** carefully, and then answer **Questions 1** and **2** on the Question Paper.

Passage A: Across the Andes by bus

In this passage, the writer describes their journey, by bus, across the full length of the South American continent.

The bus was heading towards Colombia through a torrential rain storm, swerving into deep mud, its wheels turning desperately for a few moments before the engine finally died. A few curses and the persistent rain were the only sounds to break the silence. I had come to research a book on the Andes, and was intending to spend six months journeying the whole length of the world's longest continuous mountain range. The most practical option was to travel by bus. Taking more than 100 public buses, I would travel through seven countries. On the way there would be jungles, deserts, green valleys, high-mountain passes, dense forests and glaciers – every possible type of extreme and sublime landscape.

My Andean bus adventure began in Venezuela in the middle of the tropical summer. This is a country where everyone seems to delight in warning you about the potential dangers of travelling there. I managed to escape the capital city, Caracas, unharmed, only to be told that Venezuela had some of the world's most hazardous bus drivers who drove their rickety contraptions at such speeds that the wheels would sometimes leave the ground. But, as it turned out, on driving up into the Venezuelan Andes all my thoughts turned to the excitement of reaching the mountains and observing the gradual transformation from their lush lower slopes to the bleak high-altitude moorland.

It was not until I reached Peru that my mind as a passenger became increasingly fixed on the state of the roads beneath us. Bus travel in Ecuador had been far too easy, with well-graded, well-surfaced roads, and services so frequent and obliging that you could hail a bus anywhere along the main thoroughfares without having to wait for more than fifteen minutes. I began my Peruvian adventures on an over-filled bus seemingly held together by tape. From the hot and dusty lowland centre of Piura, with its confusion of taxis, motorised rickshaws and rundown, privately owned bus stations, I travelled to the distant mountain town of Chachapoyas. The main overland route took ages. The bus was due to set off at five in the morning, and – if I was lucky – would cover a distance of just 160 kilometres by around 10 that night. The road was a continuous dirt track barely wider than the small and inevitably battered bus. We had to climb 2 mountain passes of about 4500 metres and then descend all the way to the tropical Marañón river.

The main challenges facing me, as I headed towards South America's southernmost point, were caused by the onset of what threatened to be an extremely severe winter. Bus services, ever more infrequent, were often suspended because of poor weather, and did not exist at all after April along Argentina's celebrated Route 4. This follows the Andes all the way from the Bolivian border down to the very end of Patagonia's largely uninhabited wilderness. I criss-crossed my way down the mountainous Argentinean-Chilean frontier, and was relieved to reach, in sub-zero but brilliantly blue conditions, Chile's Carretera Austral. This is the final section of the Pan-American Highway that ends amid fjords, forests and glaciers.

But, however much I wanted never to lose sight of the Andes, the limitations of winter transport forced me to follow the interminably straight roads of Patagonia's unchanging

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flat and empty grasslands. The buses themselves became less frequent and carried fewer passengers. Seated on one, I thought how fitting it was that my long journey, begun in the heat and vibrancy of the tropics, should now be nearing its end like this – in the middle of winter, and alone.

45

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Part 2

Read **Passage B** carefully, and then answer **Question 3** on the Question Paper.

Passage B: The first Zeppelin airship

Before the 20th century, whilst there were many balloon flights, it wasn't until 1884 that there was a fully controlled flight by an airship.

The airship was named 'La France' and was constructed by Charles Renard and Arthur Krebs. Powered by electricity, 'La France' travelled almost eight kilometres and made five full round-trip flights to land back at its starting point. This demonstration of controllability was a huge achievement. Then, as the century turned, Count Heinrich August Graf von Zeppelin, a German aristocrat, changed everything with the introduction of the 'Luftschiff Zeppelin 1'. At 130 metres in length, and 12 metres in diameter, the 'LZ 1' was then the largest thing ever built to fly and was the first of the rigid airships.

Count Zeppelin, born in Konstanz, Baden in 1838, had travelled to America and served as an observer during the Civil War, witnessing the use of balloons to report on troop movements. Back in Europe, Count Zeppelin, having read reports about the 'La France', persuaded the King of Württemberg to provide financial support to develop a German airship.

The result, the 'LZ 1', was launched before a crowd of 12,000 spectators on the banks of Lake Constance at 8 pm on the 2 July, 1900. This flight carried 5 people, reached 400 metres and flew a distance of 5.5 kilometres. But after 18 minutes the craft was forced to return to the hangar due to engine trouble and a bent frame. The Count himself was at the controls.

Nevertheless, the maiden voyage of the 'LZ 1' proved to be ground-breaking. A rigid airship, built with an aluminium skeleton, it could be made larger than existing airships, travel at greater speeds and withstand more inclement weather. It ushered in the 'golden age' of airships.

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