Cambridge Assessment International Education

Cambridge IGCSE™

FIRST LANGUAGE ENGLISH (US) **0524/13**

Paper 1 Reading **May/June 2023**

INSERT **2 hours**

3414945179–I

INFORMATION

- This insert contains the reading texts.
- You may annotate this insert and use the blank spaces for planning. **Do not write your answers** on the insert.

This document has **8** pages. Any blank pages are indicated.

© UCLES 2023

[Turn over

Read **Text A**, and then answer **Questions 1(a)–(e)** on the question paper.

Text A: *Ships, Boats, and Yachts*

Used for sports and leisure, or to transport cargo, as well as for fishing and defense, ships and boats are two of the earliest modes of transportation. To understand the differences between ‘‘ships’’ and ‘‘boats’’, various aspects need consideration.

A boat is a small- to mid-sized vessel, with lower cargo-carrying capability than a ship. Ships are specifically designed to carry either cargo or passengers, whereas the word ‘‘boat’’ is a more general term used for various watercraft and can be anything from a small rowing boat upwards. Confusingly, plenty of captains affectionately call their ship a boat, no matter how large or small it happens to be.

Meanwhile, a ‘‘yacht’’ is a sail or power vessel used for pleasure, cruising or racing. There’s no standard definition or design, but most have a cabin with a kitchen (galley). Allowing for additional space for sleeping quarters, that means ‘‘yachts’’ need to be at least ten meters in length. Most yachts are boats but not all boats are yachts.

Yachts can get pretty big – reaching up to more than 60 meters long – though once they start getting big, they can be further qualified as ‘‘mega yachts’’ and ‘‘super yachts’’. Some very large yachts are actually ships that are called yachts.

Anyone with ambitions to buy their own yacht or boat may understand why sailing is called the ‘‘sport of kings’’ when they first see the price tag; boats are also expensive to maintain. But is the cost justifiable?

Comparisons with cars often arise when discussing why boats are so expensive. Even a top-of-the-range luxury automobile seems cheap when compared to a boat of a comparable specification, but cars don’t have to be built to withstand a constantly wet environment. Simply adding the word ‘‘marine’’ to anything will double its cost: unlike cars, whose manufacturing process is now almost wholly automated, boats have to be built mostly by hand. Many people regard cars as a necessity, choosing only to hire boats for holidays rather than head down the path of ownership. When manufacturers can’t lower their costs through high-volume efficiency, it necessarily drives the price of each boat sold higher.

© UCLES 2023

Read **Text B**, and then answer **Question 1(f)** on the question paper.

Text B: ***How to Travel the Globe and Still Spare the World***

For years, I've spent every free moment exploring the world, from backpacking through Southeast Asia to studying in Australia. But recently, I came to a horrible realization: frequent flying is an expensive habit and I'm not just talking money. No other means of transport spews more CO_2 into the atmosphere than planes.

It's easy to argue that we shouldn't travel so far – those of us with friends and family spread across the globe want to see them in person occasionally and some people must travel for work. There are of course greener ways to travel, though we can't all sail across oceans on solar-powered yachts.

If finances allow, don't choose your flight for price and convenience: routes and airlines make a difference environmentally. Flights with multiple stopovers and detours are often cheaper, but release more carbon, so direct flights with modern airlines, using more efficient planes are better. The growing trend of ''carbon offsetting'' claims you can buy your way out of the environmental damage you cause. I'm unconvinced. Basically, airlines give you information telling you exactly how big your carbon footprint will be on their flight. You then pay a company to invest in an environmental project such as producing energy from wind, but experts warn that offset programs aren't effective and may inadvertently encourage people to fly more.

If you absolutely must fly, make the most out of your trip by staying as long as possible. Flying somewhere for a weekend creates a lot of emissions for little benefit. Instead, combine shorter visits into one. Your fellow passengers can also make a difference. While it's a treat to be on an empty flight where you can stretch out over an entire row, airlines that tend to fill their planes are greener options. An extra suitcase? When it comes to CO_2 emissions, every kilogram of luggage counts!

Effective regulation is needed. Airlines need to think outside of the box and work together to find innovative solutions. The average occupancy of planes is currently only 80 per cent. Ultimately, we need a globally connected data network that allocates available seats, maximizing efficiency and relocating resources. Some airlines are already exploring new technologies, using big data and artificial intelligence to analyze billions of flight records to find ways to save fuel, as well as developing viable alternative biofuel options, but they need to go faster.

© UCLES 2023

Read **Text C**, and then answer **Questions 2(a)–(d)** and **Question 3** on the question paper.

Text C: ***The Big Adventure***

Having given up their settled way of life and spent their savings on buying a small yacht called Josephine, the writer and his wife, Abi, are planning to explore South America. They set out from Cape Town, South Africa, in April on the first stage of the journey to Rio de Janeiro, accompanied by a more experienced sailor, Dael.

Getting to Rio we assumed would be straightforward: head northwest, following the afternoon sun, sail for long enough – say a month – and eventually bump into northern Brazil. Next, turn left and sail down the coast – maybe for three days – until reaching Ilhabela where my mother-in-law lived. There we'd holiday, before making final changes to the boat and heading south on our "big adventure". Simple. I would film everything, marketing the footage later.

Things could go wrong, as Dael enjoyed reminding us: fires on board, being run down by cargo ships at night or colliding with whales and sinking. As it turned out, we were more likely to be perpetually seasick or run out of supplies. It was, I felt, ultimately about attitude – after all, traffic on the way to work can be dangerous.

Sailing across the Atlantic wasn't like a road trip though (Dael's observation). There's nowhere to pull over when you're tired. Getting to Rio entailed crossing one of the planet's loneliest stretches of ocean. Josephine still had no autopilot and no radio to communicate with anyone on land. Someone would have to be on deck at the wheel every minute, night and day. We could expect to be sun-roasted, swamped by rogue waves and smacked by wayward flying-fish.

Days before leaving, I sat up late at night talking with Torries, a friend from work. I confessed to being terrified.

"I think it's brilliant what you're doing Andy," said Torries. "We all do. Everyone's talking about you."

"That's great, but – what am I doing, really? I now have no house, no income and I'm about to sail across the Atlantic on an old, second-hand boat!"

We left Cape Town in a stiff breeze that whipped the tops of the glittering swells to dazzling fragments of crystal in the bright sun; a pod of dolphins leaping and dancing on our bow wave in celebration. Dael was on the foredeck leaning over the rail, almost touching them as they swam. For once, he had no words. By night, it was my turn at the wheel. Guiding the yacht as it thundered over the ocean under a full moon was an experience that etched itself forever into my memory. Flying over the crests of the waves and soaring down the valleys like an eagle, the exultant sense of liberation was absolute. Remembering Torries, I laughed out loud.

***

The coast just north of Ilhabela is punctuated by pretty, tranquil coves. Abi and I were looking forward to a week of snorkeling and generally lounging about. But first, Dael pointed out, a storm was coming. The channel between Ilhabela and the mainland is long and thin. Hills on both sides provide the perfect funnel for the strong winds that develop over the South Atlantic. The water is also very shallow, conducive to close, steep waves.

© UCLES 2023

We went to bed early but didn't sleep. At two in the morning, Josephine snapped her mooring line. In the cockpit there was mayhem. Tarpaulins and ropes were flogging violently, and the air seethed with driven rain and spray. Screaming winds made it impossible to communicate as Josephine listed alarmingly, any chance of saving her sinking with every wave slamming her side. Dael turned the ignition key after a backward glance and my heart leapt with relief as the twenty-three-year-old engine roared into life. He gunned the throttle with the wheel hard over, trying to twist Josephine round and up onto her keel. Battling, Josephine heaved her bow across and pointed into the storm, taking the waves head-on and shattering them into pellets of spray. Under full power, Josephine dragged herself from the sand and came upright.

Next morning, we returned to our beach. High above the waterline lay the remains of another eight-meter sailboat. Like us, she'd broken free in the storm and been rolled, split open and dumped by the waves – a sobering reminder of the risks.

© UCLES 2023

BLANK PAGE

BLANK PAGE

© UCLES 2023

BLANK PAGE

Permission to reproduce items where third-party owned material protected by copyright is included has been sought and cleared where possible. Every reasonable effort has been made by the publisher (UCLES) to trace copyright holders, but if any items requiring clearance have unwittingly been included, the publisher will be pleased to make amends at the earliest possible opportunity.

To avoid the issue of disclosure of answer-related information to candidates, all copyright acknowledgements are reproduced online in the Cambridge Assessment International Education Copyright Acknowledgements Booklet. This is produced for each series of examinations and is freely available to download at www.cambridgeinternational.org after the live examination series.

Cambridge Assessment International Education is part of Cambridge Assessment. Cambridge Assessment is the brand name of the University of Cambridge Local Examinations Syndicate (UCLES), which is a department of the University of Cambridge.

© UCLES 2023