GCSE
ENGLISH LANGUAGE
(8700)

Paper 2 Writers' viewpoints and perspectives

Insert

The two Sources that follow are:

Source A: 21st Century non-fiction

An online newspaper article called *Hundreds Dead* by Patrick Kingsley.

Source B: 19th Century non-fiction

A newspaper article called *All Women and Children Perish* by an unknown reporter.

Please turn the page over
to see the Source

Source A - 21st Century non-fiction

Patrick Kingsley has been sent to report on the migrant crisis for The Guardian newspaper.

Hundreds dead as boats sink off Libya, survivors tell UN

At least 240 people killed as two boats sink in Mediterranean, survivors tell UN refugee agency on Italian island of Lampedusa.

About 100 people drowned when an inflatable dinghy capsized shortly after leaving the Libyan coast on Wednesday, some of the 29 survivors told the UN refugee agency. A further 140 are thought to have drowned in a second incident in another rubber boat early on Thursday morning. Only two people appear to have survived the second tragedy.

The survivors' testimonies´ "were all very consistent", a spokeswoman for the UN refugee agency, Carlotta Sami, said in a telephone interview. "They report two shipwrecks, both not far from the Libyan shore, and they report the boats were in a very bad condition. Many women, pregnant women and children were onboard, and they were in the water for hours."

The UN high commissioner for refugees, Filippo Grandi, said he was "deeply saddened by another tragedy". Many lives could be saved, he said, if European countries volunteered to take in more refugees rather than leaving them to make the risky boat trip. "The Mediterranean is a deadly stretch of sea for refugees and migrants, yet they still see no other option but to risk their lives to cross it."

Military missions from several European countries, including Britain, have tried to curb the Libyan smuggling industry by intercepting and destroying the smugglers' repurposed fishing trawlers after they leave Libyan waters.

In response, the smugglers have simply turned to flimsy inflatable boats, which can be piloted by refugees themselves, and which are even more dangerous than the wooden trawlers. As a result, asylum seekers' lives have been put at even greater risk – this year, roughly one in every 40 attempting to reach Italy by sea have died.

Syrians appear to have stopped using the Libyan route. Most of the migrants and refugees this year have fled war and poverty in Nigeria and Sudan, or dictatorships in Eritrea and Gambia. Others are migrant workers who tried to find jobs in Libya but fled after a civil war broke out and law and order collapsed.

In this context, many claim the dangerous sea journey is the least worst option facing them, due to the dire situation in Libya. "A dead goat doesn't fear the butcher's knife," quipped one person in Libya during an interview with the Guardian last year.

Turn over for Source B

Source B – 19th Century non-fiction

All women and children perish at sea

An unknown reporter is writing in 1873 about an accident at sea, of which there were many in the Victorian era.

The most terrible disaster which has happened at sea for many years occurred on Tuesday morning; near to the harbour of Halifax, Nova Scotia. The screw steamer Atlantic, of the White Star line, in attempting to make that harbour, was run ashore on a rocky headland.

The ship struck heavily several times and immediately rolled off the rock and sank, carrying down with her, it is believed, about 750 persons out of 1,000 who were on board when she left the Mersey.

The suddenness of the disaster gave no time to prepare the steamer's boats for rescuing passengers and crew. A frantic attempt was made to launch one boat; but it was dragged down by the ship, and all who got into it perished.

After the ship sank, some of her upper rigging remained above water, and a rope was passed to the shore, by which between 200 and 900 persons were saved.

Not a woman or a child was saved; and hundreds were drowned, without having even had time to get out of their berths in saloon or steerage. The captain is one of the survivors.

It is said that he was putting into Halifax because the supply of coal was running short, while another account has it that the vessel had received some damage to her machinery.

The immediate cause of the dreadful disaster, on a coast so well known, is not yet explained; but it is said that Captain Williams, or the officer in charge, mistook a light shown on one point for that which is displayed on another.

The most painful excitement was created in Liverpool yesterday morning by the news of the loss. For some time the vagueness of the telegram received raised hopes of the disaster having been greatly exaggerated.

The short despatch only definitely stated the loss of the ship by running ashore on Meagher's Head, about twenty miles off Halifax. No mention was made in this telegram of any want of coal, which might necessitate the steamer's landing at Halifax.

Indeed it was stated that she had coal enough for at least another week. The conjecture that received most assent among those experienced in the navigation of the coast was that the steamer had had her machinery disabled, and was making for Prospect Harbour, a small port on the south-east of Nova Scotia, nine miles east of St Margaret's Bay.

The latest New York papers describe the weather as fearful near the American coast within the last fortnight, several of the ocean-going steamers having with the utmost difficulty made port in safety.

END OF SOURCES