

# WOODWORK

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| <p><b>Paper 6030/01</b><br/><b>Theory, Drawing and Design</b></p> |
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## General comments

All candidates made a good attempt to complete all sections of the paper. At the top end there were some excellent responses. The majority of candidates gained above 60 marks. Candidates demonstrated good general knowledge of the subject in Section I Part A. In Section I Part B there were good answers to Questions 9 and 11.

## Comments on specific questions

### Section I Part A

#### Question 1

- (a) Some candidates gave the correct tool but in the wrong order. Most candidates gained one or both marks.
- (b) Several candidates gave two saws, rather than a plane for cutting to line A and tenon saw for line B.

#### Question 2

Most candidates gave two appropriate safety rules for handling sharp tools such as chisels.

#### Question 3

Most candidates correctly gave an end split, several showed a cup shake but there was less understanding of a thunder shake.

#### Question 4

There was good recognition of bridle or T-bridle at Joint A. Many candidates gave the correct name for lapped/drawer front dovetail at Joint B and many were correct with mortise and tenon at Joint C.

#### Question 5

- (a) Most candidates gave the correct answer veneer.
- (b) Some candidates gave laminboard, rather than plywood/multiply.
- (c) The majority of candidates gave an appropriate adhesive.

#### Question 6

- (a) Most candidates were able to identify both saws correctly.
- (b) A few candidates did not answer for the use of saws.

#### Question 7

This question demonstrated generally good knowledge of the processes of cutting and drying timber.

### Question 8

Most candidates gave countersunk head screw for fixing 1 and round head at 2. Fewer knew 3 as a raised head screw.

### Section I Part B

#### Question 9

This question was well answered and popular.

- (a) Only a few candidates gave the fully correct answer of housing with tenons.
- (b) Most candidates gave good answers for marking out and cutting the joint in (i) and (ii). The best responses followed the format of the question closely to include naming of tools used.

#### Question 10

This was the least popular question of the four. Those who did attempt it gave good responses. Again the best responses followed the requirements of the question closely.

#### Question 11

- (a) Few candidates named a sliding bevel or mitre square for marking out the angles.
- (b) Most candidates were able to describe how to cut the angle.
- (c) Most candidates wrote about sanding. Some answers lacked depth in response, not giving step-by-step descriptions and not including methods of holding.

#### Question 12

This question produced some excellent responses.

- (a) This was well answered.
- (b) Most who responded gave a good description of how to prepare for gluing and applying adhesive.
- (c) The responses showed good knowledge of cramping framework together.
- (d) Most candidates suggested testing by putting on flat surface. Few described testing across diagonals or sighting across frame.

### Section II

There were some excellent drawings in response to **Parts C** and **D**. It is obvious that candidates understand the format of the question paper in this section.

In **Part C** there were some excellent responses, the best of which were in proportion, full size and included shading and colour to give depth.

In **Part D** there were some responses which showed good standards of draughtsmanship.

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Paper 6030/02

Practical

## **GENERAL COMMENTS**

The majority of the candidates completed the test piece to a satisfactory standard; the working drawings were correctly understood and followed accurately. The work presented ranged from good to satisfactory with few very weak or spoilt pieces. Note that, wherever possible, the wood supplied should not be extremely hard with wild grain, otherwise working is difficult with all but the sharpest of tools and considerable practical skills.

## **SPECIFIC COMMENTS**

### **ASSEMBLY, FINISHING AND DIMENSIONS**

Assembly was completed accurately to the working drawing in most cases.

The finishing of the completed test piece was unfortunately generally poor, with little evidence of the use of a finely set smoothing plane. End grain was often not planed, being left straight from the saw. There was some evidence of powered sanders being used on end grain, which is not permitted.

Lengths and positions were mostly marked out accurately.

### **DOVETAIL between PARTS A and B.**

This was the principal test joint and completed to a good standard in most cases, with the tails set out to the dimensions shown. Accuracy could have been greatly improved had candidates used marking knives instead of pencils for shoulder lines; this helps in providing a positive location for saws and chisels. Sides of tails and sockets were cleanly sawn, but bases tended to be uneven and showed plucking of the end grain..

### **BRIDLE JOINT between PARTS A and C**

The setting out and sizes were generally well done, joints were marked in the centre of pieces A and C and the work was correctly proportioned according to the working drawing. However, the marking out showed little evidence of the use of the mortice gauge which would have improved accuracy and provided better guidance when sawing and chiseling the joint. Marking knife lines would have greatly helped when cutting the shoulders of the housings. Housing bottoms were generally flat and clean, and sides of the bridle tenons were sawn accurately.

### **APPROPRIATE JOINT between PARTS D and C**

The most suitable joint in this situation was a stopped mortice and tenon with either two or four shoulders; most candidates provided this solution and achieved good marks in this section. There were few shoulderless joints, as in previous papers with a similar situation. Once more, there was little evidence of the use of a mortice gauge when setting out the joints. The tool work was generally good and completed to a satisfactory standard.

## **CHAMFERS**

Most candidates completed this part of the test piece and managed to work cleanly and accurately with a plane.