



Advanced English Through Reading

# 高级英语阅读

主编 胡智林

大连海事大学出版社

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## **Advanced English Through Reading**

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# 前 言

本书是为海事院校已经学习完六级的同学所开设的“英语阅读”编写的配套用书。本书的编写原则是结合我校各学科专业的特点,尤其是法学专业的特点,按当前社会和世界热点分话题进行编写。

本书包括8个单元,设定8个方面的话题,包括教育与就业、文化、语言、社会与家庭、中外贸易之争、经济、海事和航运、科学和技术。每单元分课文A和B,A、B课文侧重点各有不同。考虑到语言的地道性和内容的时事性,材料分别选自近年来国外主流报刊杂志。

Text A 的练习由6部分组成,前3个练习是对Text A 的阅读检测,后3个练习是根据相关话题选取的3篇短文编排的。Text B 的练习由5部分组成,前3个练习是对Text B 的阅读进行检测,后2个练习也是选取和话题相关的两篇短文重新编排。

A、B 两篇课文包括练习中的阅读理解题,每一个单元实际上是由长短不一的7篇文章组成的,设计的目的就是要求学生在大量阅读的情况下对相关话题有一个比较全面的了解。

由于是为学习完六级的学生所开设的高年级必修课,所以本书在材料的选取上,不再对词汇按照四六级词汇大纲进行修改,注重材料的原汁原味,个别课文的词汇量比较大。这样做的好处是学生可以学习到更加鲜活的语言。

本书在练习的编排上也有自己的特色。作为纯粹的阅读教材,本书不再把结构训练、词汇训练和写作训练纳入教材当中,所有的练习都是以阅读理解为主。练习题的设计编排参考了目前社会上主流考试的阅读理解题的题型,如 IELTS、BEC、BFT 和职称英语考试等。练习题型包括:回答问题,正误判断,选择题,用英文解释句子或段落,翻译课文中的句子或段落,简答题,篇章填空等,使学生能够适应各种题型的学习考试。

为了使能够自主学习本书,本书提供了部分练习的参考答案。没有固定答案的练习由老师在课堂上和学生共同完成。

由于有许多词汇在不同的文章中交叉出现,为方便同学查阅,本书除了在每一课后面列了生词表,还在教材的最后列出了总词表。生词表和总词表的选词原则是,四六级词汇大纲规定的必学词汇不再出现在本书的词汇表中,个别含有新意的例外。单词的注音以 Macmillan Dictionary 的音标为模板,词汇采用英汉双解,解释不是生搬硬套主流词典的定义,而是结合文章内容来进行的。

本书不仅可以供法学专业的同学学习,也可以供其他专业高年级限选课和全校高年级选修课使用。

本书由解晶负责1、2单元及书后总词表的编写,芮芳负责3、4单元的编写,胡智林提供全书材料并编写5、6、7、8单元,最后由胡智林负责修改完善。本书在编写过程中,得到了物理系主任姚丽博士的细心指导和帮助,外国语学院教授王海华博士担任本书的主审,在此对她们表示衷心的感谢。

编 者  
2012年3月

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# Unit One

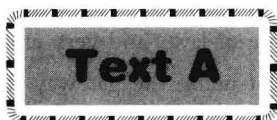
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## *Education & Career*

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## **The Future of Maritime Policy in Hong Kong**

### **Shipowners' Perspective**

( Extracts from a speech given to Maritime Day 2005 )

By Arthur Bowring

16th April, 2005

I am asked to speak about future shipping policy, but as it has become increasingly apparent that the public's understanding of the word "shipping" has more to do with the movement of household goods than the operation of ships, I have amended the title to read "future maritime policy". I hope you will forgive this small touch of pedantry.

What is maritime? Maritime is both global, perhaps one of the most complete global businesses, and mobile. It is wise to like travel to enjoy a career in the maritime industry, for the reasons that it is intensely competitive on a global scale, and not afraid of pulling up roots to remain competitive or to access cargoes and businesses in growing economies. By the "maritime industry" of course, I include not only the operation of ships and the use of ships in the commodity chain, but also the myriad of companies and individuals that supply the necessary and wide variety of services.

What makes maritime attractive to governments? Maritime businesses tend to not pay very much tax, and certainly do not employ armies of people. So there is no attraction to governments keen to collect tax income or boost employment. But, as the consultant's report to the Maritime Industry Council clearly showed a couple of years ago, the maritime industry contributes in a major way to invisible earnings. Per person employed, a company owning or operating ships is the largest contributor to Hong Kong's invisible earnings. As Hong Kong is increasingly and now almost solely a services oriented economy, where performance is measured in invisible contribution, this is important, and is the reason why the maritime industry is one that many governments around the world are keen to attract.



Why Hong Kong? Hong Kong does not have any of the elements that would traditionally have encouraged a home fleet. There is no cabotage trade, no navy, no defence requirements for marine transport, or any of the elements that would, and in many cases still do, encourage a home fleet of ships. But Hong Kong does have an open economy, the rule of law, and very efficient and economic communications with the rest of Asia and a history of being the gateway to China. But Hong Kong also has a very active and supportive local maritime community as well as an international environment that attracts businesses from around the globe, keen to do business in China and the rest of East Asia.

The Hong Kong Shipowners Association works to encourage the cohesiveness of our maritime community, by holding many social and educational events to bring our members together. We lobby the Hong Kong government on important issues that affect the maritime community and also work with international organizations and foreign governments both to protect the industry from over-zealous regulation as well as to promote our technical expertise. We are convinced that Hong Kong is the right place for a maritime business to relocate to, and the demonstration of our expertise is, to our mind, one of the best ways to promote Hong Kong internationally.

What do we want as future maritime policy in Hong Kong? First of all, what we don't want is for the industry directly to be given large sums of money by Government; direct subsidy, if you will. This seems odd, but as others in other centres are finding out, the provision of cash brings with it overwhelming accountability and control by the provider of the cash, as well as an apathetic attitude and future dependency by those receiving it. Without an easy access to cash, all decisions have to be commercially justifiable — if they do not meet commercial targets then they don't go ahead. This has to be a far better and more efficient way of creating projects than by having your donor breathing over your shoulder and little actual contribution by the rest of the industry.

What we would first of all like from our government is enthusiastic and willing moral support. This may sound wishy-washy, but what we mean is an acknowledgment from all sectors of Government of the contribution of the maritime sector to Hong Kong's economy. Moral support would, in turn, encourage common direction of policy by all departments towards the goal of proper recognition of the benefits of having a maritime industry. This would take the form of enthusiastic support for our various initiatives, without trying to control them, in a way that would encourage others to offer support in kind or to make donations. An indifferent government, or one that sees the industry as a bunch of crooks, not to be trusted, only serves to turn off potential support from others. And, as shown by experience, financial support, when it becomes available, follows common recognition.

In concrete terms, we would like more emphasis on and proper support for maritime education and training, maritime higher education and research, maritime short courses, etc. While Government cannot, by itself, directly create more maritime training, we believe that such expansion would follow the open and common support of our industry by government officials recog-

nizing and speaking out about how important the maritime sector is to Hong Kong. Isn't it amazing how so many education providers rushed to start "logistics" courses in reaction to the Government saying that logistics is the future of Hong Kong? And, for those in the audience that didn't know, maritime is not the same as, or even a part of, logistics! They are linked, but they are not the same. Government's awareness of the importance of education and training to the future of our knowledge economy should ensure that funds are made available to educate and train those needed in the essential industries, including the maritime industry.

As an aside, we deeply appreciate the work of the Poly-U in championing education for the maritime industry, and will do what we can to support and extend this.

We would like Government to recognize the importance of the industry's work in promoting Hong Kong. We are promoting Hong Kong's maritime sector for Hong Kong's future, and Government's recognition of this, as well as financial and keen moral support, would greatly assist us. Again it is essential, to our mind, that these events be planned, organized and held by the industry, because it is industry that understands how best to focus and direct promotional efforts.

We would like Government support for our beleaguered Marine Department. Here we have the world's largest container port, one of the busiest fairways in the world, and a ship register that is now one of the six largest in the world. But we have an extremely efficient and capable marine department under cost-cutting pressures similar to those faced by all branches of government. Large registers and busy ports bring with them international responsibilities that cannot be ducked without creating an impression of irresponsible disinterest and only being in it for the money. These responsibilities include participation by the Government and the industry in a meaningful and leading way at international meetings, including inter-governmental policy and technical meetings, as well as industry conferences. Large registers and busy ports create an influential position on the world stage that, if used properly, pushes our city to a leading position, but if not used or used badly, creates a very unfavourable impression. The Marine Department is doing a fantastic job with very limited resources; we have the possibility of further influencing all that goes on in the international maritime arena; let's use it!

We would like the maintenance of our fabled "laissez-faire" business environment. I won't comment on whether or in which areas we might have been losing our traditional freedoms, but it is essential that we work to maintain our rule of law, as an example. The perception created by apparently ignoring our common law system in the political arena has a very undesirable effect on how the world perceives the way in which our common law system works in commercial areas.

And we would like to see the negotiation of a regional free trade agreement with the mainland that recognizes that Hong Kong is now part of China. As a part of China, according to CE-PA genuine Hong Kong businesses and individuals should be given access to the mainland markets that is not given to others.

The Maritime sector is one of the original pillars supporting Hong Kong's amazing growth over the past few decades. It is still one of our most active and important pillars, its role undimin-

ished in Hong Kong's rapid economic growth and move from an industrial economy to one based almost entirely on services. Our future maritime policy request is to accept this, promote it, and use it as broad policy across all sectors of government.

Thank you.

Words: 1,503

<http://www.nautinsthk.com/archive/presentation/FuMarEdu/futMaredu.htm>

## New Words

perspective /pə(r)'spektɪv/	<i>n.</i> a particular attitude towards something; a way of thinking about something 观点; 思考方法
pedantry /'ped(ə)ntri/	<i>n.</i> too much attention to small details or rules 迂腐, 卖弄学问
myriad /'mɪriəd/	<i>n.</i> a very large number of things 大量; 无数
boost /bu:st/	<i>vt.</i> to make something increase or become better or more successful 促进; 增加
oriented /'ɔ:rientɪd/	<i>adj.</i> giving a lot of time, effort, or attention to one particular thing 导向的; 以……为目的的
cabotage /'kæbətɑ:ʒ/	<i>n.</i> coastal navigation or shipping, esp. within the borders of one country 沿海航行; 沿海贸易
marine /mə'ri:n/	<i>adj.</i> related to the sea or sea transport 海洋的, 海事的, 海运的
lobby /'lɒbi/	<i>vt.</i> to try to influence politicians or people in authority on a particular subject 向……进行游说
expertise /,ekspə(r)'ti:z/	<i>n.</i> expert knowledge or skill 专门知识或技能
subsidy /'sʌbsədi/	<i>n.</i> money that a government or organization pays to help to reduce the cost of a product or service 补贴, 津贴, 补助金
accountability /ə,kauntə'bɪləti/	<i>n.</i> responsibility to someone or for some activity 有责任
apathetic /,æpə'θetɪk/	<i>adj.</i> showing no interest or enthusiasm 无兴趣的; 无动于衷的
justifiable /'dʒʌstɪ,fəɪəb(ə)l/	<i>adj.</i> existing or done for a good reason, and therefore acceptable 有理由的; 正当的
wishy-washy /'wɪʃɪ,wɒʃɪ/	<i>adj.</i> not having clear or firm ideas or beliefs 空泛的
initiative /ɪ'nɪʃətɪv/	<i>n.</i> a plan or program that is intended to solve a problem 倡议
crook /krʊk/	<i>n.</i> a dishonest person or a criminal 骗子, 恶棍; 犯人

aside /ə'saɪd/	<i>n.</i>	a remark or story that is not part of the main subject of a speech 离题话
beleaguered /brɪ'li:ɡə(r)d/	<i>adj.</i>	experiencing a lot of criticism and difficulties 饱受批评的; 处于困境的
fairway /'feə(r)weɪ/	<i>n.</i>	the usual course taken by vessels through a harbor or coastal waters 航道
duck /dʌk/	<i>vt.</i>	to avoid a difficult or unpleasant duty or responsibility 推诿, 推脱; 逃避
arena /ə'ri:nə/	<i>n.</i>	an area of activity, interest, or competition 活动场所; 竞争场所
fabled /'feɪb(ə)ld/	<i>adj.</i>	famous because of being extremely good, beautiful, or interesting, but not real or true 著名的; 传说的; 虚构的
laissez-faire /'leɪsɪ'feə(r)/	<i>n.</i>	the policy of allowing private businesses to develop without government control 放任政策
	<i>adj.</i>	[ only before noun ] with minimally restricted freedom in commerce 自由放任的
perception /pə(r)'sepʃ(ə)n/	<i>n.</i>	the way you think about something and your idea of what it is like 认识, 观念, 看法, 见解
undiminished /,ʌndɪ'mɪnɪʃt/	<i>adj.</i>	not smaller or weaker than before 未减少的; 未削弱的

## Exercises

### I. Answer the following questions according to the text.

1. What's the difference between "shipping" and "maritime industry"?
2. How do you understand "invisible earnings"? Would you please give examples to illustrate it?
3. What advantages and disadvantages does Hong Kong have to develop the maritime industry?
4. What do the shipowners want as future maritime policy in Hong Kong?
5. How important is the maritime industry in Hong Kong's rapid economic growth?

### II. Paraphrase the underlined statements from the text in your own words.

1. I hope you will forgive this small touch of pedantry.
2. This seems odd, but as others in other centres are finding out, the provision of cash brings with it overwhelming accountability and control by the provider of the cash, as well as an apathetic attitude and future dependency by those receiving it.
3. This has to be a far better and more efficient way of creating projects than by having your donor breathing over your shoulder and little actual contribution by the rest of the industry.

4. An indifferent government, or one that sees the industry as a bunch of crooks, not to be trusted, only serves to turn off potential support from others.
5. Large registers and busy ports bring with them international responsibilities that cannot be ducked without creating an impression of irresponsible disinterest and only being in it for the money.

**III. Choose the best answer for each of the following questions.**

1. Which of the following does not belong to the maritime features according to the speech?
  - A) Global.
  - B) Mobile.
  - C) Competitive.
  - D) Dangerous.
2. Which is true according to the speech?
  - A) Governments are not interested in collecting tax income or boosting employment.
  - B) The maritime industry contributes a lot to Hong Kong's visible earnings.
  - C) The government should do what is beneficial to the local maritime community.
  - D) Maritime is the same as logistics, considering the future of Hong Kong.
3. What would not help to promote the maritime industry in Hong Kong?
  - A) Enthusiastic and willing moral support from the government.
  - B) The government's recognition of the importance of the industry's work.
  - C) Large sums of money directly given to the industry by the government.
  - D) Support for maritime education and training from the government.
4. What do the shipowners want the Hong Kong government to do?
  - A) To negotiate with the mainland for a regional free trade agreement.
  - B) To control the maritime industry strictly.
  - C) To speak out about how important logistics is to Hong Kong.
  - D) To reduce the cost of the Maritime Department.
5. Which of the following is not true according to the speech?
  - A) Hong Kong has the world's largest container port.
  - B) Hong Kong has one of the six largest ship registers in the world.
  - C) The Maritime Sector plays an important role in Hong Kong's growth.
  - D) Hong Kong didn't trade directly with mainland China before CEPA.

**IV. Read the article below and choose the best item from the list to fill each of the gaps.*****The True Value of a College Degree***

When I first made plans to go to college, I noticed an immediate difference in the way people talked to me. Every time the subject came up, people applauded my decision to go to school with encouraging comments: “Once you have your degree, you’ll have no trouble finding a great job.” — “Employers will be eager to interview you.” — “By the time you graduate, you’ll have a career already waiting.” Regardless of the words used to say it, the message was always the same: (1) \_\_\_\_\_ Interestingly, this was an atrocious lie.

Of course, I didn’t know it at the time. I naively took their recommendations as truths, got on the college conveyor belt, and earned my degree. Armed with my ticket to easy street, I looked forward to having my pick from the large selection of employers who handed out jobs to recent college grads.

As I’m certain you’ve guessed, I never managed to meet up with those employers. In fact, many friends of mine had similar difficulties. (2) \_\_\_\_\_ Following graduation, I submitted my résumé, application, and cover letter to over 100 employers over the course of two months. I interviewed for nearly a dozen positions — but wasn’t offered a single job. Where did I end up working? For the organization I interned at — doing a job I could have been doing without my coveted degree.

(3) \_\_\_\_\_ They earned their degrees but ended up working jobs they could have been working right out of high school. One works as a food runner at a restaurant. Another deals cards at a casino. Yet another works as a laborer for his father’s masonry business. In every case, it was a simple matter of dollars and cents: Starting salaries in their specialized fields offered less than what they made at their previous jobs.

How did this happen? We believed that our degrees were supposed to help pave the way to a better future — but that’s not what happened for any of us. So what were we doing wrong? We were failing to see our degree for what it actually is.

Consider what I’ve done with my degree since receiving it: I framed it and hung it on a wall. A few years later I moved, so I packed it into a box. It never met the wall at my new place, and remained stowed in my attic for another few years before I moved again. Currently, it’s hidden in a filing cabinet. In other words, the degree is a piece of paper. (4) \_\_\_\_\_ This claim is not to suggest that a college education is worthless, I’m only suggesting that a college degree is nothing more than a ticket to compete. It puts you in the running for a better future, but it provides no guarantees.

That was not what my friends and I thought we signed up for. We thought college would be the answer to our problems. (5) \_\_\_\_\_ But when our graduation dates arrived, what we *imagined* would happen wasn’t anywhere near what *actually* happened. We walked, shook some

hands, accepted our degree, had our picture taken, and then looked around for the employers that were supposed to be handing out jobs — and they weren't there. Though we were promised they'd be there, they weren't. We were lied to — and the harsh truth stood before us: (6) \_\_\_\_\_ It was the starting line, not the finish line. Now that we had our ticket to compete, it was up to us to make something of it. The problem is, most of us didn't understand that.

Some of us still don't. I say this because of the new trend among my friends: Since they have found little success with their undergraduate degrees, many have decided to attend graduate school. Again, I don't mean to deny the value of education — I simply believe they're falling into old habits: They're still in search of a piece of paper that can solve all of their problems. Although I'd love for them to prove me wrong, I fear that they are making a poor investment. (7) \_\_\_\_\_

My point is that people often attribute too much value to the degree itself. Don't expect it to do all the work for you — because it can't and it won't. As for the true value of a college degree, it tells employers only one thing: (8) \_\_\_\_\_ So remember, a college degree is only a ticket to compete. Everything else is up to you.

- A) I suspect that upon receiving their new degree, they will discover that they're still not at the finish line — they're just at a different starting line.
- B) Having a college degree would make a remarkable difference in my future.
- C) Once we had our degrees, we would be coasting down easy street with fifty thousand dollar starting salaries at every turn.
- D) Since finishing college is relatively difficult, then you must be relatively intelligent.
- E) It's not some magical entity that grants the holder immediate and undeniable success.
- F) The degree wasn't the final answer, it was just one factor in a much larger equation.
- G) Though we were all under the impression that our degrees would guarantee us great jobs with great salaries, nothing could have been further from the truth.
- H) My friends were in the same boat.

## V. Read the following article and answer the questions.

### ***Ocean Engineering***

1. Ocean engineering is actually a combination of several types of engineering: a mix of mechanical, electrical, civil, acoustical, and chemical engineering techniques and skills, coupled with a basic understanding of how the oceans work. The importance of working in partnerships with oceanographers from other disciplines is critical, as the challenge of working in the ocean environment requires a range of backgrounds and skills.

2. The expertise of ocean engineers is invaluable to oceanographers interested in measuring or studying various aspects of the ocean. For example, programmable buoys that can remain at sea for long periods of time have helped physical oceanographers study currents and weather in many loca-

tions at once. In addition, the data gathered by these buoys can be relayed back to a laboratory located on a ship or on land, giving the researcher “real-time” data. This is especially important for marine meteorologists.

3. Not only do ocean engineers design and build instruments that must stand up to the wear and tear of frequent use, they must design instruments that will survive the harsh conditions of the ocean environment. Salt water is highly corrosive to many materials, and high winds, waves, currents, severe storms, and marine life fouling (such as barnacles) must also be factored into design plans. It has even been said that the marine environment is more hostile than outer space!

4. In addition to ocean engineers, technicians play a key role in maintaining and preparing the equipment. It is the responsibility of technicians to make sure that instruments are functioning properly, that they are recording the measurements they were designed to, and, in some cases, that the information being recorded is relayed back to satellites or computers that may be hundreds or even thousands of miles away.

5. Coastal engineering has become an increasingly important part of ocean engineering. With more and more people living or working at or near the world’s coasts, problems associated with coastal development, such as pollution and waste disposal, will require the expertise and innovation of coastal engineers. For example, increasing the capacity of a coastal community to handle the sewage and garbage generated by a growing population requires careful attention to the effect disposal methods will have on the adjacent water bodies. What may work for an oceanside community may not work for a lakefront or riverfront community. Also, waves, rising sea level, and storms have a significant impact on coastlines, often causing erosion and loss of coastal property. In efforts to protect coastal structures, coastal engineers are tasked with designing and creating ways to lessen the impact of storms and other natural shoreline processes.

6. The oil industry, military, and marine navigation fields also require ocean engineering skills. Each of these sectors directly impacts our lifestyle in some way, be it a source of energy, transportation, or our nation’s defense. The work of ocean engineers plays an important role in each of these employment sectors. Because technology is central to the field of ocean engineering, future career prospects seem promising. And, as the role of the ocean continues to gain the interest of business, government, and the private sector, the demand for ocean engineers should grow.

7. Experts in the education and engineering fields regard ocean engineering as a very systems-oriented field because of its interdisciplinary nature. Without the expertise of ocean engineers, oceanography would be many years behind in terms of what we know about the ocean system and its impacts on our daily lives.





*For questions 1-5, choose the correct letter, A-G, which best summarizes each part of the article.*

1. Paragraph 1 \_\_\_\_\_
2. Paragraph 2 \_\_\_\_\_
3. Paragraph 3 \_\_\_\_\_
4. Paragraph 4 \_\_\_\_\_
5. Paragraph 5 \_\_\_\_\_

- A) Ocean engineering functions as a bridge.
- B) How important technicians are in ocean engineering.
- C) Great changes have taken place to oceanographic study.
- D) Coastal engineering is an essential part of ocean engineering.
- E) Instruments must be durable and corrosion-resistant.
- F) What ocean engineering is.
- G) The ocean engineers' knowledge is very useful.

*Using the information in the article, complete each sentence 6-10, with an expression from the list below.*

6. Physical oceanographers study currents and weather with the aid of \_\_\_\_\_.
7. Compared to outer space, \_\_\_\_\_ is more hostile.
8. \_\_\_\_\_ take the responsibility to protect coastal structures.
9. It is \_\_\_\_\_ that plays an important role in some employment sectors.
10. Ocean engineering is a very systems-oriented field because of \_\_\_\_\_.

- A) revolutionize the field of oceanography
- B) programmable buoys
- C) the work of ocean engineers
- D) its interdisciplinary nature
- E) technicians
- F) Coastal engineers
- G) the marine environment

**VI. Read the following article and choose the best one to answer the questions or complete the statements.**

### ***Will Video Kill the Lecturing Star?***

You might remember the first time you heard a recording of your own voice. You probably thought someone was playing a trick; it didn't sound like you at all. In your head, you sound like a BBC newsreader. On the tape, it was just like the way your friends spoke, but with more ums, ahs and y'knows. Quite possibly a rather nasty shock.

Well, the next stage is to read a transcript of your own, impromptu, speech. I once gave evidence to a parliamentary scrutiny committee, on behalf of a charity of which I was a trustee. I accompanied the chair of the charity, who had been a very senior public official. We faced a barrage of questions, and the chair replied in what seemed to me a very flat, tedious and pedantic style. I tried to liven things up a bit.