

# READING LABORATORY

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## 英语阶梯读本

(英汉对照)

中



黑龙江教育出版社

SRA Reading Laboratory

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# 前 言

目前，我国有数以万计的人在学习英语，他们渴望迅速提高自己的阅读能力。根据某些专家的意见，阅读基本过关需要读五千页的书，这个意见大体上是对的。但是，读什么样的书，才有助于迅速提高阅读水平，却仍然是一个值得探讨的问题。如果一开始就读很难的书，会影响读者的兴趣；如果只读某一方面的书，接触另一方面的书时，又困难重重，如果总停留在比较容易的书上，遇到较难的书，仍然一筹莫展。这都会使我们学习的信心低落下去，挫伤我们学习的积极性。比较理想的系统读物应该有一定的梯度，从比较容易的文章开始，一步一步加深；内容应尽可能广泛，应包括大量科普文章。我们学习英语的读者，有许多是为了直接接触外国先进的科学技术，能够阅读用英语出版的各种科学技术文献。可是，这样的出版物目前还比较少。

我们奉献给读者的这本书，原是美国科学研究所编的，恰好能够满足我们上面提到的要求。该书的特点是：

一、选材的梯度 全书共分十个等级，每个等级十五篇，由易到难，由浅入深。如果我们拿最初一个等级的文章跟最末一个等级的文章进行比较，会觉得难度相差悬殊，但是邻近两级的文章相比，则无明显的差别。本书采取一种渐进的方式，有如引导读者登上一座高山，但是选择路线的坡度不是很陡，而且每登上一步，让读者稍事停留，积累知识，积蓄力量，然后再登上一步，直至最后一个台阶。在读完十个等级的全部

文章后,阅读能力便可达到相当水平,阅读英语文献时,不再会产生很大的语言障碍,这就是我们所说的阅读基本过关。

二、内容广泛 全书一百五十篇文章,几乎接触到了我们现代生活的各个方面:文学、艺术、音乐、体育、理、工、农、林、医、史、地、政、生,无所不有。写这些文章的人都是各方面的行家,文字深入浅出,说得娓娓动听,即使是普通的读者,也能听懂他讲的那个方面的专业知识。我们在读这些文章时,觉得增长了知识,扩大了视野,激发了求索的科学精神。我们先撇开学习语言不谈,仅从知识的角度来说,觉得很有阅读的价值。其中有好些文章在我们面前展示了一个我们尚不清楚的但非常有趣的世界。从学习英语的角度来说,语言蕴含的知识越丰富,读者在学习英语时越会忘记他是在单纯学习英语,而是在求知过程中同时学习了语言,他就不会把学习语言单纯看成是一种负担。

三、词汇量大 由于内容广泛,所以全书包含的词十分丰富。若从高中毕业程度英语水平的标准衡量,读完本书之后,至少可以增加四千词,对于广大青年读者来说,努力扩大自己的词汇量不是一件小事。而学习词汇最有效的方法是在阅读中吸取。掌握大量的必要词汇是顺利进行阅读不可缺少的条件。

四、配合练习 为了帮助理解和提高运用英语的实际能力,每篇文章后都有一套练习,读者可以根据自己的情况,全做或选做其中的练习。

为了帮助读者练习,我们对全书进行了译注,对全部练习做了参考答案,可供读者参考。但由于时间仓促,译注者水平有限,错误在所难免,敬祈读者指正。

译注者

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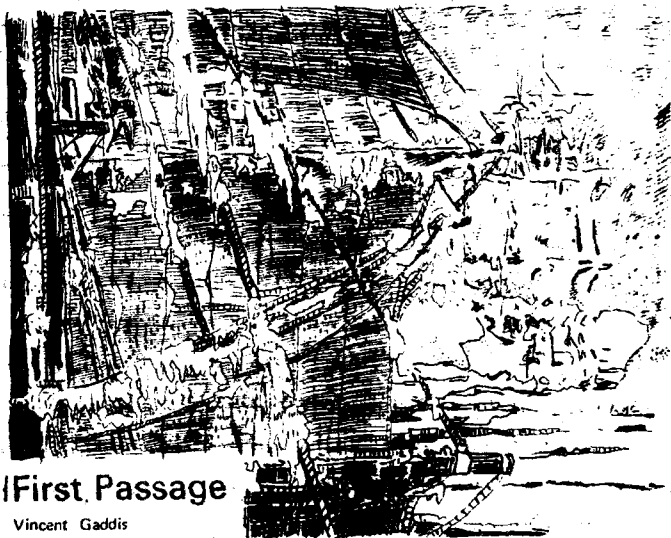
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## 61 First Passage

Vincent Gaddis

For centuries mariners tried to find a deepwater route called the Northwest Passage. A northern lane between the Atlantic and Pacific would be shorter than the dangerous voyage rounding Cape Horn at the tip of South America. But ships vanished and men died. With its cold, blizzards, and ice, the Arctic defeated the searchers.

On the morning of August 11, 1775, the whaleship *Herald* lay becalmed west of Greenland, at latitude 76° north, near a vast sea of ice. By early afternoon she was running southeast in a gale, icebergs driving after her. Her flight lasted

until dawn, when the weather cleared.

Looking to the west, Captain Warren saw that the gale had opened channels in the ice. He changed to a southwest course and headed for the nearest channel, about three miles distant. Suddenly the lookout shouted "Ahoy! A ship! West ahead!"

Captain Warren stared in astonishment. The masts of a vessel were showing above the top of an iceberg. As the captain watched, the ship came into view from behind the berg. She passed the last of the ice along the channel and drifted into the open water. Her ice-covered spars, sails, and rigging glistened in the sunlight. She looked like a ghost as she approached the whaler.

When hails from the *Herald* received no reply, Captain Warren ordered the longboat to be lowered and chose eight men to accompany him. Nearing the vessel, the captain read her name—the *Octavius*. With four nervous seamen he climbed to the icecoated deck and led the way to the forecabin. With the sailors' help, he kicked away the snow and ice blocking the door, and opened it. The five men entered the seamen's quarters.

In every bunk was a dead man, perfectly preserved by the arctic cold. There were twenty-eight bodies, each heavily bundled with blankets and clothing. Apparently the men had fallen asleep before

the frigid chill had finally penetrated their coverings.

Aft, in the captain's cabin, the boarding party <sup>after</sup> gazed on another scene of horror. Head bent forward, the captain slumped in a chair with his hands on the table before him. A pen lay near his right hand. On the table in front of the body was the ship's logbook, which Captain Warren picked up and handed to one of his men.

In an adjoining cabin the body of a woman, covered with blankets, lay in a bunk. Her position suggested that she had died while watching a man attempting to start a fire. His body was seated cross-legged on the floor, a heap of wood shavings before him. One hand held a flint, the other a piece of steel. Beneath a heavy jacket beside him Captain Warren found the body of a small boy. RZ

Despite his sailors' pleadings, Captain Warren began a careful inspection. In the galley he found no provisions. When he started to inspect the hold, his men rebelled. They scrambled overside and threatened to pull away. Seeing that they were desperate, he joined them, and the longboat returned to the *Herald*.

The *Octavius* drifted out of sight. She was never seen again.

Of her logbook, only two musty covers holding four pages were left. The sailor who had carried the book explained that it had started to slip from his

grasp as he hastened into the longboat. Evidently rotted, the center pages had fallen free from the binding and dropped into the sea.

In his cabin Captain Warren examined what remained. The first three pages listed the names of the ship's company, which included the captain, his wife, his ten-year-old son, and twenty-nine crewmen. The log also recorded that the *Octavius* had left England bound east on the China trade on September 10, 1761. On the third page were the first entries of the voyage, dated September 18 and 19, telling of fair weather and the sighting of the Canary Islands. Then came the gap in the log.

The fourth page, at the very end, held only one entry. Dated November 11, 1762, it read: "We have now been enclosed in the ice seventeen days, and our approximate position is Longitude 160 W, Latitude 75N. The fire went out yesterday, and our master has been trying to rekindle it again but without success. He has handed the steel and flint to the mate. The master's son died this morning and his wife says she no longer feels the terrible cold. The rest of us seem to have no relief from the agony."

When Captain Warren checked the *Octavius's* last recorded position, he found it almost unbelievable, but his officers agreed it was correct. On the day of the entry the *Octavius* had been frozen in ice in the

Arctic Ocean at a point north of Point Barrow, Alaska.

There was only one explanation. The captain of the *Octavius*, on his return trip, had decided to look for the elusive Northwest Passage instead of sailing all the way round South America. Like others before him, he had met disaster and death.

But his ship had sailed on. Year after year, she had crept eastward through the ice, at last entering the North Atlantic. The *Octavius* had made the first passage by the route so many had sought. But her passengers were thirty-two persons who had been dead for thirteen years.

#### HOW WELL DID YOU READ?

1. [ *Note the setting.* ] The "first passage" was made

- A. around Cape Horn
- B. through the Arctic to the Pacific
- C. through the Arctic to the Atlantic

2. [ *Check the details.* ] The *Octavius* reached open water after

- A. a gale broke channels in the ice
- B. men from the *Herald* freed her from ice

**C. the *Herald* rammed an ice field**

3. [*Draw a conclusion.*] **The appearance of the *Octavius* showed that**

**A. she was a ghost**

**B. her sails had been torn by storms**

**C. her stay in arctic waters had been long**

4. [*Check the details.*] **The sections that Captain Warren checked carefully were the**

**A. forecastle, two cabins, and the galley**

**B. forecastle, the galley, and the hold**

**C. captain's cabin, an adjoining cabin, and the hold**

5. [*Judge from details.*] **Captain Warren's men probably refused to stay aboard because they were**

**A. cold**

**B. tired**

**C. frightened**

6. [*State the purpose.*] **Captain Warren read the *Octavius*'s log so that he could**

**A. sail the same route**

**B. learn about the ship and the crew**

**C. decide whether to go back for the cargo**

**7. [ *Draw a conclusion.* ] The pages dropped from the log would have told about the voyage**

- A. from England to the Canary Islands**
- B. from the Canary Islands to China and then to Alaskan waters**
- C. eastward from Point Barrow**

**8. [ *Draw a conclusion.* ] The writer of the last entry in the log must have been**

- A. the master of the *Ocelotus***
- B. the mate of the *Ocelotus***
- C. one of the sailors**

**9. [ *Note a difference.* ] A detail that would not be likely to appear in a story of the Northwest Passage of our time is that**

- A. a gale opens channels in the ice**
- B. tools for starting a fire are a flint and steel**
- C. ice coats a ship's masts and decks**

## Notes:

- |                |              |
|----------------|--------------|
| 1. mariner     | 海员, 水手       |
| 2. lane        | 航线           |
| 3. Cape Horn   | 合恩角          |
| 4. blizzard    | 暴风雪          |
| 5. herald      | 先驱           |
| 6. gale        | 大风 (尤指 8 级风) |
| 7. course      | 航线           |
| 8. mast        | 船桅           |
| 9. vessel      | 船只           |
| 10. ghost      | 幽灵           |
| 11. forecastle | 艏楼           |
| 12. quarters   | 住处           |
| 13. bunk       | 铺位           |
| 14. frigid     | 严峻的          |
| 15. penetrate  | 穿透           |
| 16. aft        | 在船尾          |
| 17. slump      | 突然倒下         |
| 18. logbook    | 航海日志         |
| 19. adjoin     | 由比连; 贴近      |
| 20. flint      | 火石           |
| 21. galley     | 单层甲板大帆船      |
| 22. provisions | 食物           |
| 23. hold       | 货舱           |



24. scramble	攀爬
25. pull away	脱身
26. desperate	令人绝望的
27. longitude	经度
28. latitude	纬度
29. agony	极度痛苦
30. elusive	难以捉摸的；闪避的
31. creep	爬

## 61 第一次航行

有好几个世纪，海员们试图找到一条称作西北航道的深水航线。位于大西洋和太平洋之间的北方航道比绕道南美南端的合恩角的危险航行要近。但是船毁人亡，北冰洋以其寒冷、暴风雪和冰击败了搜寻者。

1775年8月11日，捕鲸船先驱号平静地躺在格陵兰以西，北纬76°的海面上，靠近一片广漠的冰海。到那天下午的早些时候，它在一阵强风中向东南航行，冰山在后面驱赶着它。它的航行一直持续到天亮放晴的时候为止。

沃伦船长向西望去，看见强风在冰中开辟了一条通道。他改而向西南航行，向大约3哩远的最近的一条通道驶去。突然瞭望哨喊道：“啊，船！向西前进！”

沃伦船长惊愕地凝视着。一条船的船桅出现在冰山的顶部。当船长注视到的时候，那船从冰山后面出现了。它沿着这条通道，经过最后的冰块，漂浮到了开阔的水域。它那冰