



环球雅思学校雅思 (IELTS) 考试指定辅导教材
全国雅思培训教材

www.IELTS.com.cn

剑桥雅思

IELTS

高分考场 ②

- ☐ 依据题库编写
- ☐ 考官名师审定
- ☐ 万次教学提炼
- ☐ 测试水平真经

环球雅思教学研究中心GTRC



卢峭梅
双向听力名师



吴建业
写作百变神手

编著



张岳
雅思五虎将



颜炜 姜艳
雅思小天王



科学出版社
www.sciencep.com



www.IELTS.com.cn

环球雅思学校雅思 (IELTS) 考试指定辅导教材
全国雅思培训教材

剑桥雅思

IELTS

高分考场 ②

环球雅思教学研究中心GTRC



卢峭梅
双向听力名师



吴建业
写作百变神手

编著



张岳
雅思五虎将



颜炜 姜艳
雅思小天王

科学出版社

北京



科学出版社

图书在版编目 (CIP) 数据

剑桥雅思高分考场 2 / 卢峭梅, 吴建业等主编. —北京:
科学出版社, 2007

ISBN 978-7-03-019822-8

I. 剑… II. ①卢… ②吴… III. 英语—高等教育—习题
IV. H319.6

中国版本图书馆 CIP 数据核字 (2007) 第 134155 号

责任编辑: 郝建华 刘彦慧

责任印制: 钱玉芬 / 封面设计: 赵江涛 张一玲

科学出版社出版

北京东黄城根北街 16 号

邮政编码: 100717

<http://www.sciencep.com>

新蕾印刷厂印刷

科学出版社发行 各地新华书店经销

*

2007 年 9 月第 一 版 开本: 787 × 1092 1/16

2007 年 9 月第一次印刷 印张: 16

印数: 1—6 000 字数: 420 000

定价: 38.00 元 (含 1 张 MP3 光盘)

(如有印装质量问题, 我社负责调换〈环伟〉)

京 北

环球雅思图书编委会核心小组

总 策 划：张永琪

执行策划：于会荣 徐 光

委 员：环球雅思教学研究中心 GTRC 委员

[听力 Listening]

卢峭梅 黄若妤

陈婷婷（北京） 曾丽娟（上海） 王晓燕（西安）

[阅读 Reading]

张 岳

祁连山（北京） 余 波（北京） 李 箫（沈阳）

杨 春（沈阳） 徐 佩（上海）

[写作 Writing]

吴建业

杨 凡（北京） 慎小嶷（北京） 王建军（北京）

严春华（上海）

[口语 Speaking]

颜 炜 钟 钰 林 峰 李 响 姜 艳

王 陆（北京） 陈 湃（北京） 高 洁（广州）

汤儒涵（澳大利亚）

（划线者为本系列作者）

目 录

Contents

1	第一单元 UNIT ONE
2	冲刺试题集一 IELTS PRACTICE TEST 1
22	试题答案 KEY ANSWERS
24	试题详解 ANALYSIS
45	第二单元 UNIT TWO
46	冲刺试题集二 IELTS PRACTICE TEST 2
66	试题答案 KEY ANSWERS
68	试题详解 ANALYSIS
95	第三单元 UNIT THREE
96	冲刺试题集三 IELTS PRACTICE TEST 3
117	试题答案 KEY ANSWERS
119	试题详解 ANALYSIS
149	第四单元 UNIT FOUR
150	冲刺试题集四 IELTS PRACTICE TEST 4
174	试题答案 KEY ANSWERS
176	试题详解 ANALYSIS

- 200 冲刺试题集五
IELTS PRACTICE TEST 5
- 222 试题答案
KEY ANSWERS
- 224 试题详解
ANALYSIS

第一单元

UNIT ONE

冲刺试题集一

IELTS PRACTICE TEST 1

试题答案

KEY ANSWERS

试题详解

ANALYSIS

LELTS PRACTICE TEST 1

LISTENING:

NUMBER OF QUESTIONS: 40

TIME ALLOWED: 40 minutes (听力 30 分钟, 抄答案 10 分钟)

READING:

NUMBER OF QUESTIONS: 40

TIME ALLOWED: 60 minutes

WRITING:

TIME ALLOWED: 60 minutes

Listening module (30 minutes + transfer time)

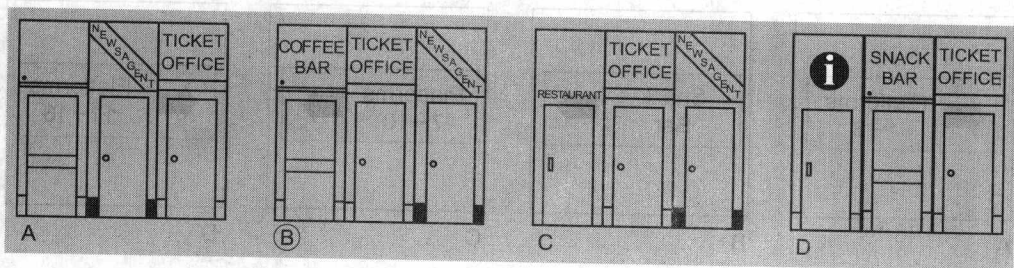
SECTION 1

Questions 1-10

Decide which of the pictures best fits what you hear on the CD, and circle the letter beside that picture. We have done the first one for you.

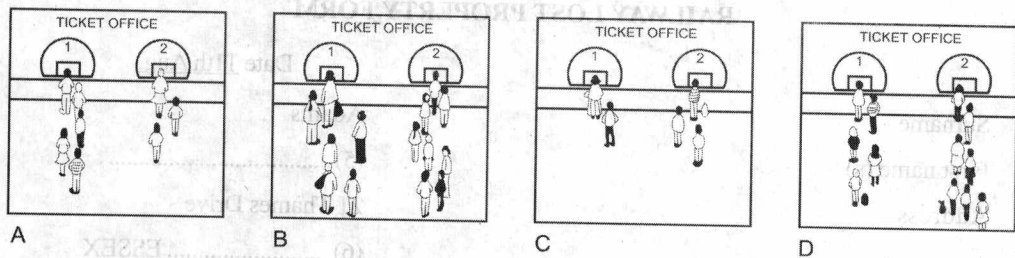
Example

Where is the ticket office?

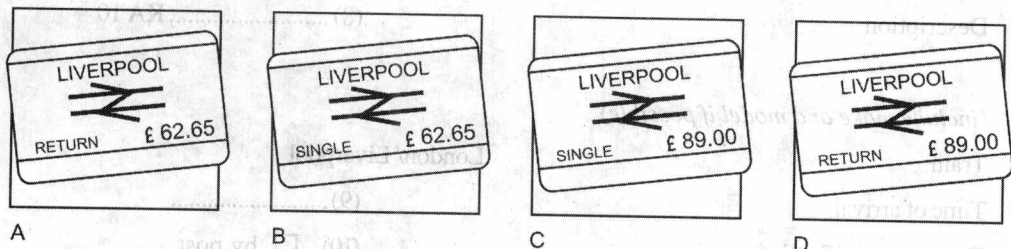


Questions 1-4

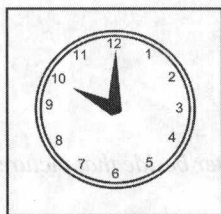
1. What is the situation when they arrive at the ticket office?



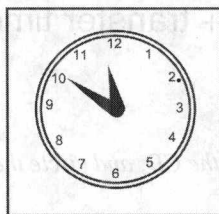
2. Which ticket do they buy?



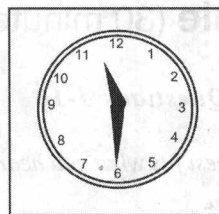
3. What time is their train to Liverpool?



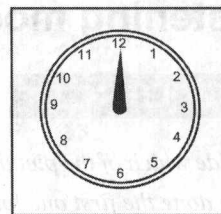
A



B

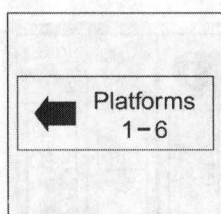


C

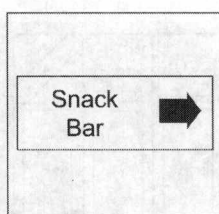


D

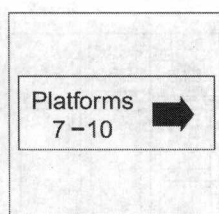
4. Which sign do they follow?



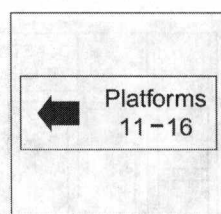
A



B



C



D

Questions 5-10

Listen to the recording and fill in the blank spaces to complete the following Railway Lost Property Form.

RAILWAY LOST PROPERTY FORM

Date 11th Aug.

Surname

Adams

First name (s)

(5)

Address

21 Thames Drive

(6) ESSEX

Telephone

(7) 0702

Item Lost

Camera

Description

(8) KA 10

(include make and model if possible)

Train

London/ Liverpool

Time of arrival

(9)

Customer notification

(10) ☐ by post

(tick one)

☐ by telephone

☐ will come back to collect

SECTION 2**Questions 11-20**

Listen to the Radio Item and complete the gaps in the summary of the passage below with the correct word or phrase you hear.

The Snowy River, which flows through the (11) mountains of NSW, is not the river it used to be. Known to all Australians, the once giant river is being choked by weeds and the roots of trees because only (12) of the original river flow is being (13) from Jindabyne Dam. (14) populations have died, the river (15) has shrunk and is in danger of irreversible damage. The river, fed by melting (16) is being used for the (17) of farms and to power the generation of electricity. Unless the NSW (18) increases the (19) of the river each year, at the cost of millions of dollars, the situation could spell the end for Australia's best loved river. School project kits on the plight of the river are available by telephoning this number: (20)

SECTION 3**Questions 21-30**

You are going to listen to two students, Tim and Steve, discussing the life of Marie Curie.

Write **NO MORE THAN THREE WORDS** for each answer.

- 21 The students have to give a.....
- 22 Radium is widely used as a form of.....
- 23 Marie Curie was born in 1867 in.....
- 24 Marie Curie studied in.....
- 25-26 Marie Curie earned two degrees in.....and.....
- 27 Becquerel discovered that uranium emitted.....
- 28 Marie Curie discovered.....
- 29 In 1903 she won the.....
- 30 During World War I she.....

SECTION 4**Questions 31-40**

Complete the lecture notes. Write **NO MORE THAN THREE WORDS** for each answer.

NOTE-TAKING IN LECTURES**Four most important skills:**

I. Understand what the lecturer is saying as (31)

It's often possible to understand much by (32) on most important points.

II. What's important?

The most important information is (33)

A good lecturer often signals what's (34)

He may give (35) signals.

Many lecturers explicitly tell the students that a point is important and they should (36)

Most lecturers also give indirect signals to indicate what's important.

A problem for non-native speaker is understanding (37)

III. Write down the main points.

The student has to do this quickly and clearly.

[1] Most students find it helpful to (38)

[2] They select only those words which give maximum information.

[3] Write only one point on each line.

Connectives may guide students when to write notes.

IV. Show (39) between points.

This can be done by visual presentation: e.g. use of (40), underlining and using symbols.

Points should be numbered.

NOTE TAKING IN LECTURES

Four most important skills:

1. Understanding what the lecturer is saying (31)

It's often possible to understand much by (32) on most important points

Reading module (1 hour)

READING PASSAGE 1

You should spend about 20 minutes on Questions 1-12, which are based on Reading Passage 1 below.

Aswan Dam Impact

'Egypt is the gift of the Nile' wrote the Greek historian Herodotus in the fifth century B.C. 'No other country owes its very existence to a single lifeline.' The annual cycle in which the Nile flood deposits layers of silt at the rate of several centimeters per century built the highly fertile Nile Delta in the north of Egypt and the Nile Valley in the south. The Nile flood normally begins in August and ends in October, originating as rainfall on the Ethiopian highlands and melting snow in the Mountains of the Moon, on the Uganda-Zaire border.

From time immemorial the eastern Mediterranean ecosystem has been relatively stable, and the annual flood of the Nile River has been the most important event regulating the fertility of the region. The great brown flood that came pouring out of the desert had a fertilizing effect on waters of the southeastern Mediterranean, or Levantine Basin, analogous to that which it had on land. During the past one hundred years, the Levantine Basin has been subjected to the effects of two important events, the opening of the Suez Canal in 1869 and the construction of the Aswan High Dam in 1964. The latter is considered the

greatest public work to be undertaken in Egypt since the Pyramids. Since 1965 when the High Dam became fully operational, the Nile flow to the Mediterranean has greatly diminished, while the effects of dangerous floods in 1964 and 1973 and threatening droughts in 1972-1973 and 1983-1984 were mitigated.

In marked contrast to more fertile, nutrient-rich seas such as the North Sea and the Arabian Sea, the Mediterranean Sea is noted for its nutrient-poor waters which contribute to its low level of primary productivity. Primary productivity is the synthesis of organic matter from inorganic substances through photosynthesis by unicellular organisms called phytoplankton. In the Mediterranean Sea low primary productivity is due to several unique physical features. The general circulation of the sea is lagoonal in character. A west-to-east surface current brings relatively nutrient-depleted water from the North Atlantic through the Strait of Gibraltar and allows nutrient-rich bottom water to exit the sea through the same opening. The arid climate of the region and the low levels of nutrient-rich river runoff also contribute to the low productivity of the Mediterranean.

Although the construction of the High Dam has been an unquestionably tremendous boon to Egyptian agriculture and has benefited industry by providing cheap electric power, it has also had far-reaching effects on the transport of fertile silt and sediments. These sediments are now trapped behind the dam, a situation which has led to severe erosion along the Egyptian coast. The dam also had great impact on the fertility of the coastal waters. The fertilizing effect of the inflow of the nutrient-rich water during the flood season once resulted in exceptionally dense blooms of phytoplankton off the Nile Delta. This 'Nile bloom' provided sustenance to sardines and other pelagic fishes. It also constituted a large source of detrital material, the products of organic decay, which forms a vital source of food for commercially valuable organisms such as shrimp.

The decrease in fertility of the southeastern Mediterranean waters caused by the High Dam has had a catastrophic effect on marine fisheries. Hardest hit was the sardine fishery, which is heavily dependent on increased phytoplankton during the flood season. Thus, the catch dropped from a total of 18 000 tons in 1962 to 600 tons of sardines 1969. The shrimp fishery also took a heavy toll, from 8 300 tons in 1963 to 1 128 tons in 1969.

Although several studies have been conducted on the effects of the Nile discharge on the bio-

logical oceanography and marine fisheries off the Egyptian and Israeli coasts, the dramatic changes in the physical, chemical and biological conditions in the Levantine Basin have not yet been fully assessed or understood. For instance, we know very little of the seasonal fluctuations of primary productivity in this area, or the hydrographic and chemical factors which regulate this productivity. We do know that sardines, which once migrated into the Nile Delta region to feed on the fallen phytoplankton blooms, apparently altered their migration pattern after construction of the High Dam.

Off the coast of Israel, cessation of the Nile flood seems to have had relatively little effect on the catch of the coastal fisheries. In Israel, however, the size of the fish catch is determined primarily by socio-economic factors and thus its fluctuation may not be directly related to primary productivity of Israeli waters.

Although it has been thirty years since the construction of the High Dam, it seems that there has not been enough time for the ecosystem of the Levantine Basin to reach a new level of ecological equilibrium. The results of the recent investigations reveal the direction in which the pelagic ecosystem is adjusting, but the mismatch between low primary productivity and relatively high levels of fish production in the region still presents a puzzle to scientists.

Questions 1-3

Choose the appropriate letters (A-D) and write them in Boxes 1-3 on your answer sheet.

1 The Greek historian Herodotus believed

A the Nile is a gift from God.

- B the Nile is very important to Egypt.
 - C Egypt is on the Ethiopian highlands.
 - D the name of Nile is actually derived from ancient Greek.
- 2 The annual flood of the Nile River.....
- A originates from the Ethiopian highlands and the mountains of the Moon.
 - B forced Egyptians to abandon their homes.
 - C deposited layers of silt and built the highly fertile Ethiopian highlands.
 - D has been regulating the fertility of all the Mediterranean.
- 3 The low level of primary productivity in the Mediterranean Sea.....
- A is a natural circulation.
 - B is an organic matter.
 - C caused the annual Nile flood.
 - D is due to nutrient-poor waters.

Questions 4-12

Do the following statements reflect the claims of the writer in Reading Passage 1? In Boxes 4-12 write:

- YES** if the statement reflects the writer's claims
NO if the statement contradicts the writer
NOT GIVEN if there is no information about this in the passage

- 4 The Pyramids are not regarded by Egyptians as a great public work.
- 5 After the High Dam became fully operational, the effects of the annual Nile flood were not as catastrophic as they had been.
- 6 Low level of primary productivity also exists in the Pacific Ocean.
- 7 In the Mediterranean Sea low primary productivity is attributed only to the arid climate of the region.
- 8 Egyptian agriculture and industry have been threatened by the High Dam.
- 9 Dense blooms of phytoplankton off the Nile Delta were a result of the fertilizing effect of the inflow of nutrient-rich water during the flood season.
- 10 Sardine catches have substantially reduced because of the decrease in fertility of the South eastern Mediterranean waters.
- 11 Sardines changed their migration pattern after the construction of the High Dam.
- 12 In recent years there has been a noticeable increase in the sardine catch off the coast of Israel.

**READING
PASSAGE 2**

You should spend about 20 minutes on Questions 13-28, which are based on Reading Passage 2 below.

Bridge the Massive Historic Gap

History

The Strait of Gibraltar since the time of the Ancient Greeks has represented some type of marker for travelers of the Sea. At some periods it represented a warning to seafaring people that the end of the earth was approaching. Not until the fall of the Roman Empire and the rise of the Germanic peoples was this belief revised. The Strait was not utilized for travel between Africa and Southern Spain until the Moorish conquest of Spain in the 8th Century A.D. This movement by Muslims into Spain would result in an occupation that would last until 1492. As the age of discovery came about, the Strait took on a new role, one of landmarks, a sort of friendly sign that navigators from the Mediterranean could easily recognise and love, for viewing it meant that they were not lost at Sea. The Strait would not be heavily used for travel between the continents again until the 20th century. During World War II, the Strait of Gibraltar was heavily navigated by the allied powers in Western Europe and the United States to fight the Axis powers in Northern Africa. Now at the dawn of a new millennium scientists are planning to permanently bridge the massive historic gap and to create the most state-of-the-art land passage the planet has ever known.

Design

When determining the exact site of the bridge, designers may have had to choose a shallow area that spanned 20 miles, which would have meant many piers in a busy shipping zone, or a narrow portion that's 2 700 feet deep. But the Gibraltar Bridge designers were graced with a stroke of luck. A closer inspection of the narrow portion revealed an underwater 'mountain' in the center that could hold the center piers, dividing the bridge into two spans of 4.5 miles each. The longer the span, the heavier the bridge; at the length required to span the Strait of Gibraltar, a suspension bridge that supports the weight of the roadway with cables spanning from tower to tower would sag and ultimately collapse. A cable-stay bridge that attaches cables directly to the roadway would require unworkably high towers to support the length of the roadway.

Design of the piers is dominated by the potential for collision by 350 000 ton tankers and 70 000 ton submarines. Construction of fixed structures standing on the seabed in up to 300 meter water

depths has never before been attempted within bridge building. Therefore, it was obvious from the beginning of the study that experiences from the offshore oil industry had to be utilized as the basis for development of suitable pier concepts for the actual project. The GBS concept is based on the principle that the stability of the pier is secured by gravity, thus allowing a direct foundation on the seabed without piles. Gravity-based structures have been used successfully during the last 25 years for oil platforms in the North Sea under environmental conditions even more severe than Gibraltar. The current design of the Gibraltar crossing bridge piers contemplates that each of the four legs of a GBS pier will be on individual level footings. Each foundation (one leg of a pier) will be dredged to below the lowest surrounding seafloor. Dredging will be carried out by one of two systems. The first envisions a seafloor crawler-mounted dredge, supplied and supported in operations by a semi-submersible barge on the surface, moored to preset mooring buoys. The second system is a vertical ladder dredge, mounted on a semi-submersible vessel, using thrusters to provide the necessary force for dredging. In both cases, the dredge will have a rotary bucket wheel excavator.

A bridge with the size and configuration of the Gibraltar Bridge is usually protected by artificial islands built around its piers. That way, ships run aground before they can do any damage to the structure. But artificial islands are not an option in the middle of the ocean. The Gibraltar Bridge designers instead envision a ring of underwater bumpers to withstand ship collisions. The bridge's roadway uses the inherent strength of the triangle to protect it from Gibraltar's gales, according to project engineer, Charles Seim.

Social Implications

The navigation intensity is very significant with an annual number of passages around 50 000, including some of the largest tankers in the world. The Strait of Gibraltar is located at the mouth of the Atlantic Ocean and the Mediterranean Sea. In ancient times it was considered the end of the world. Now it is the gateway to the world. It is a tourist attraction as well as a gateway to all the major eastern European countries and their major ports of trade.

The creation of such a bridge would mean more than just a faster way to another continent. It would have many implications on how Europeans and Africans see each other as global neighbours.

The Future

The future in global linking is very promising. The idea to cross the Bering Strait has been around for almost 3 decades, but the political situation in the former USSR prevented the two governments (Soviet Russia and the United States) from ever finalizing any plan. The dream, as many engineers create new and innovative solutions to this global puzzle, is to have a non-airborne connection to every mile of mainland in the world.