

TIME

Volume



丛书主编 / 北京外国语大学 江涛 本书主编 / 江涛 孟飞

考研成功，绿色通道，吃透题源，决胜终点！

考研英语 阅读题源

时代周刊

分册

石油工业出版社

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题源文选：精选原汁原味、内容详实的英语报刊文摘，从风格、内容、难易程度方面均与考研真题相近。为了保证文章在原汁原味的基础上更好地体现考研阅读的特色，编者特节选了结构内容相对完整、篇幅与考研阅读文章相当的部分作为重点段落（即黑色实字部分），其余部分则以灰色虚字出现，便于考生有重点地阅读。

词汇注解：该部分列出了文章中考生需掌握的重点单词和超纲单词。重点单词部分列出了文中出现的、考研大纲中所包含的词汇，后面附有音标、文中释义及大纲全义，并在原文中以绿色加粗字体标出，帮助考生在阅读的同时更全面地掌握重点单词，并通过对单词的理解，更好地进行阅读。超纲单词部分则列出了文中出现的、不属于大纲考查范围的生词，在原文中以绿色斜体标出，来帮助考生排除阅读中的障碍，扩展词汇量。

重点段落译文：针对原文中的重点段落，提供精准的译文，为考生理解文章提供参考。

本分册所有文章均选自近两年的 *TIME* 《时代周刊》。

希望这套丛书能助考研考生一臂之力。最后衷心祝愿广大考生考研成功！

编者

2008年4月

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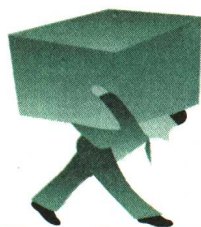
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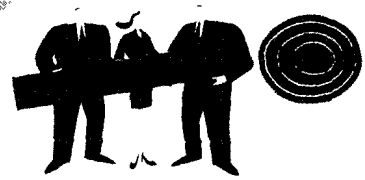
From *TIME*
By James Graff
Jan. 30, 2006

Troubled Waters

For almost 40 years, the aircraft carrier *Clemenceau* plied the world's seas as the flag *bearer* of the French navy, deploying off troubled coasts from Djibouti in 1974 to Yugoslavia in 1993. Last week the *decommissioned* 26,000-ton giant — stripped of guns and under an **assumed** name — was stalled on what the French had hoped would be its last journey, **bound** for the world's biggest *shipbreaking* yards on the beaches of Alang in western India.

The ship, which is **riddled** with potentially toxic *asbestos* and has already been rejected by Greece and Turkey, made no headway for several days as French authorities battled Egyptian efforts to **hinder** its passage through the Suez Canal. It finally started sailing again late last week, but it is by no means certain that the Indians will ever accept the *Clemenceau*. “It is a crime to allow asbestos into India, and those doing so should be **prosecuted**,” says Ramapati Kumar of Greenpeace India. “We will oppose the *Clemenceau*’s entry to the last.” The ship is banned from Indian waters until at least Feb. 13.

The fate of the *Clemenceau* — doomed, perhaps, to sail the seas **perpetually** like a modern Flying Dutchman — has shed a **harsh** light on the practice of decommissioning ships. Older **vessels**, in particular, present a devil's brew of toxins, from asbestos **insulation** of engines and decks to PCBs, acids and heavy metals in paints and coatings. The problem **concerns** more than just military craft. The 1960s and '70s were boom years for commercial shipping in European countries, and as those ships age, the need to decommission them has expanded: almost four times as much *ton-*



nage was scrapped last year as in 1990, and that number is expected to rise another 20%-25% between now and 2012. Once regulations demanding the replacement of all *single-hull* tankers with safer, double-hulled ships fully bite in 2010, as many as 153 of these 200,000-ton monsters will be dispatched to the ship-knackers' yard. Even pleasure boats can present a threat; among craft posing potential disposal hazards, Greenpeace lists the Pacific Princess, otherwise known as TV's Love Boat.

In some countries, however, shipbreaking represents a business opportunity. Five nations — Bangladesh, China, India, Pakistan and Turkey — account for 90% of the world's shipbreaking industry. But increasingly, countries that break up ships are learning that they pay a price: workers' safety standards in the yards are notoriously low, and some countries object to being a dumping ground for richer countries' toxic waste.

The legal framework around shipbreaking, like much in the maritime business, is murky. In 2004, the signatories of the 1989 Basel Convention, which regulates the transport of hazardous waste, agreed that a ship bound for demolition could be considered as such material, and hence is subject to strict rules on its movements. France is a Basel signatory, but its courts have ruled that, because the *Clemenceau* is "war equipment", they have no jurisdiction to rule whether or not it qualifies as waste. Indian Environment Minister Thiru A. Raja insisted last week that "ships that contain asbestos as part of their structure do not violate the Basel Convention." Shipping businesses themselves are adamant that it is up to the International Maritime Organization (IMO), not the Basel Convention, to decide on rules governing any ship's final voyage.

Yet even the U.S., which is not a signatory to the Convention, considered four decommissioned navy vessels as waste in 2003, when they were sent — amid protest by environmental groups — for shipbreaking to a yard in northern England. Those ships are still there, awaiting British government permits for the scrapping to begin.

Environmentalists believe they have found a cause they can win: using the *Clemenceau* as a precedent to prevent the dispatch of contaminated ships to the developing world. "For us, there is absolutely no ambiguity," says Yannick Jadot, director of campaigns for Greenpeace France. "The Basel Convention

has clearly stated that whatever the legal status of the boat, from the moment it's being sent for demolition, it's waste. Period. We're seeing a flagrant disregard for international law."

The question is now before the Indian courts, which have received moving written testimony from Etienne Le Guilcher, 66. In 1961, he was proud to serve as a mechanic on the then newly commissioned *Clemenceau*. But after 18 years in various navy engine rooms and another 22 as a private-sector heating technician, Le Guilcher is gravely ill with asbestosis. "We think it's completely illegal to send this boat to a foreign country," he tells *TIME*, his conversation punctuated by hacking coughs. "If we don't want to poison France, why should we poison another country?"

The Indian Supreme Court will rule on whether to accept the ship in the coming weeks, but that might not be the last word for the industry. For shipping lines and navies, the issue is economic. South Asian shipbreaking, says Carsten Melchior, secretary-general of BIMCO, a Copenhagen-based association that represents 65% of the world's merchant fleet, is "an industry we simply can't do without. If politicians decide end-of-life ships have to be recycled, they have to face up to the fact that we have no capacity at home to do so."

In parts of Asia, the economic issue trumps any environmental concerns. Greenpeace India's Kumar claims ship-breakers along Alang's 10-km stretch of muddy beach "violate all environmental and labor laws." Explosions are common as oil residues often remain in the vessels, and workers are ill-equipped, without proper tools or protective clothing. But with an insatiable demand for steel in Asia's booming economies, scrap prices have soared. Scrap now sells as high as \$400 a ton in India, compared to roughly \$150 a ton in Europe. "In Denmark you almost have to pay to get rid of a ship; in India they have a meaningful value," says Melchior. He would like the IMO to focus on forcing the shipbreaking yards to accept a higher standard of worker safety.

Until that happens, though, shipbreaking seems bound to remain a race to the bottom. In Alang, business last year dwindled to 73 ships, down from 333 in 2001-02 as old ships were sent instead to Pakistan, Bangladesh and China — places that Indian ship-breakers contend have lower safety stan-



dards than their own. "The Clemenceau means big business for us as a whole; it could even be make or break," says the owner of a major shipbreaking company in Alang. "It is the question of the survival of a whole industry and the thousands it still employs." So whatever happens to the Clemenceau, hundreds of more aging ships are likely headed for Southeast Asia. And Kumar and his environmentalists will be waiting for each and every one of them.



词汇注解

重点单词

assumed /ə'sju:md/

[文中释义] *adj.* 假装的

[大纲全义] *adj.* 假装的, 假定的

bound /baund/

[文中释义] *v.* 驶往

[大纲全义] *v. /n.* 跳(跃) *adj.* 被束缚的; 有义务的; 一定的, 必然的; 准备到……去的 *n.* 界限; 跳跃

riddle /'ridl/

[文中释义] *v.* 迷惑

[大纲全义] *n.* 谜, 谜语; 筛子; 猜不透的难题, 难解之谜 *v.* (用粗筛)筛; 把……打得满是窟窿, 把……弄得处处穿孔; 迷惑

hinder /'hinde/

[文中释义] *v.* 阻止

[大纲全义] *v.* (from)阻止, 妨碍 *adj.* 后面的

prosecute /'prɒsɪkjʊ:t/

[文中释义] *v.* 谴责

[大纲全义] *v.* 实行, 从事, 谴责; 起诉, 告发, 检举; 继续从事; 作检察官

perpetually /pə'petjuəli/

[文中释义] *adv.* 永久地

[大纲全义] *adv.* 永久地, 永恒地, 长期地, 无休止地, 没完没了地

harsh /hɑ:f/

[文中释义] *adj.* 刺目的

[大纲全义] *adj.* 粗糙的; (声音)刺耳的, 刺目的, 毛糙的; 苛刻的, 严酷的

| | |
|-----------------------------|--|
| vessel /'vesl/ | [文中释义] <i>n.</i> 船只 [大纲全义] <i>n.</i> 容器, 器皿; 船, 舰; 管, 血管 |
| insulation /,insju'leɪʃən/ | [文中释义] <i>n.</i> 绝缘 [大纲全义] <i>n.</i> 绝缘, 隔离 |
| concern /kən'sə:n/ | [文中释义] <i>v.</i> 涉及 [大纲全义] <i>v.</i> 涉及, 关系到 <i>v.</i> 关心 <i>n.</i> (利害) 关系; 关切的事, 有关的事; 关心, 担心; 公司, 企业 |
| replacement /ri'pleɪsmənt/ | [文中释义] <i>n.</i> 替换 [大纲全义] <i>n.</i> 代替, 取代; 替代的人 |
| dispatch /dis'pætʃ/ | [文中释义] <i>v.</i> 发送; 派遣 [大纲全义] <i>n.</i> / <i>v.</i> 派遣; 发送; 迅速处理 <i>n.</i> 急件; 新闻报道 |
| disposal /dis'pəuzəl/ | [文中释义] <i>n.</i> 处理 [大纲全义] <i>n.</i> 处理, 处置; 布置, 安排 |
| represent /,repri'zent/ | [文中释义] <i>v.</i> 代表 [大纲全义] <i>v.</i> 描述, 表示; 作为……代表, 代理; 阐明, 说明 |
| notoriously /neu'tɔ:riəsli/ | [文中释义] <i>adv.</i> 臭名远扬地 [大纲全义] <i>adv.</i> 臭名远扬地, 恶名昭彰地 |
| dumping /'dʌmpɪŋ/ | [文中释义] <i>n.</i> 倾销 [大纲全义] <i>n.</i> 倾倒, 抛弃, 倾销 |

超级单词

| | |
|----------------|-----------------|
| bearer | <i>n.</i> 搬运者 |
| decommissioned | <i>adj.</i> 退役的 |
| shipbreaking | <i>n.</i> 拆船 |
| asbestos | <i>n.</i> 石棉 |
| tonnage | <i>n.</i> 吨位 |
| single-hull | <i>adj.</i> 单体船 |



重点段落译文

航空母舰“克莱蒙梭”载着法国海军军旗，开始了它的艰难旅程——从1974年离开吉布提海岸到1993年航至南斯拉夫海岸，现已在世界海域中行驶了近40多年。上周，“克莱蒙梭”卸掉了武器装备进行拆船，现已是徒有虚名，这个2.6万吨的庞然大物准备驶往位于印度西部的世界上最大的阿兰拆船场海港，法国人曾希望这是它服役的最后一段航程。

“克莱蒙梭”舰身全是存有潜在毒性的石棉，曾一度被希腊和土耳其拒绝入境，目前因法国政府对印度阻止其通过苏伊士运河的举动与印度进行交涉，已经停航好几天了。上周后期，它最终再度起航，然而对此，我们并不完全肯定印度政府会允许其入境。印度绿色和平组织的库马表示：“允许‘克莱蒙梭’号驶入印度的行为是一种犯罪，促成此事的人都应该受到谴责。我们将自始至终都坚持反对‘克莱蒙梭’进入印度。”至少到2月13日前，“克莱蒙梭”都会被拒于印度海域以外。

“克莱蒙梭”或许注定会成为现代版的“飞翔的荷兰人”（一艘船的名字），这更进一步表明了它在海洋上永远地漂泊下去的历程。尤其在它以后的历程，它代表恶魔手中创造的毒物，因为在它的发动机和甲板上都覆着石棉绝缘层，它的表层全是多氯联苯、酸和重金属涂层。问题并不仅仅出现在军用船只上。20世纪60年代到70年代是欧洲各国商业航运兴盛的时期。由于那些船只不断老化，让它们退役的必要性也越来越大。去年废弃的吨位几乎是1990年的4倍；同时从现在至2012年，这个数目会再增加20%~25%。一旦将所有单体油轮都替换成更安全的双体油轮的法规要求到2010年完全达到，将有153艘这样的20万吨位的巨型物被送往拆船场。即使是游轮也难逃厄运。在那些很有可能被处理掉的游轮中，被称为电视最青睐的船——太平洋公主号——也被列在了绿色和平组织的黑名单上。

然而在一些国家，拆船意味着一个商业契机。孟加拉国、中国、印度、巴基斯坦和土耳其这五个国家包揽了全世界拆船业90%的份额。但是，从事拆船业的国家越来越强烈地意识到他们为此付出的代价。这个代价体现在工人们在船坞中相当低的安全标准上。因此一些国家开始拒绝成为富裕国家有毒废品的倾销场。

Passage

Two

From *TIME*
By Steve Mollman
Feb. 12, 2007

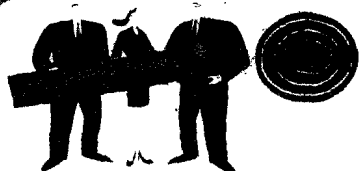
题源文选

Thirsting for Knowledge

The problem with sampling beer at a brewery, sherry at a *bodega* or *cognac* at a *chateau* is that you're captive to a particular brand. You can't complain too much, of course — especially if it's free — but what if you want a broader education that allows you to explore all the varieties of that beverage, regardless of who makes it? Increasingly, you're in luck.

For starters, more luxury hotels now offer alcohol-appreciation lessons as a way of keeping guests amused. "There is growing competition to offer guests paying premium rates an experience which carries some *bragging* rights when they return home," says Ritz-Carlton spokeswoman Vivian Deuschl. "There is only so much time hotel guests can lie in the sun. They want to learn something new that enhances their overall lifestyle." With that in mind, the Ritz-Carlton Rose Hall in Jamaica, ritzcarlton.com, employs a local "rummier" who — in a stimulating 30-minute course — teaches guests the difference between various dark, light, flavored and overproof rums. Classes are held on request and usually cost about \$20 per head.

Not to be *outdone*, the Four Seasons in Punta Mita, Mexico, fourseasons.com, offers its guests one-hour *tequila* lessons at its cultural center twice a week. Students learn to distinguish among tequilas that are silver (or clear), gold (colored with caramel), *reposada* (aged for at least two months), and *anejo* (aged for up to three years). The tequilas are from several different manufacturers, homemade *sangria* is on hand to cleanse the palate, and spicy



bar snacks ensure that the booze doesn't go to your head too fast. The tasting is free for hotel guests.

At the Hotel Vintage House, hotelvintagehouse.com, in Portugal, lessons about port are held in the wine shop on request. The classes, which cost \$23 and typically last 90 minutes, use various samples of this fortified wine to show how, say, a white port differs from a tawny or a vintage is unlike a late-bottled vintage.

And it's not just hotels serving up lessons these days: industry-funded organizations are using them in a bid to boost trade, too. England's Beer Academy, beeracademy.org, was launched in 2003, with the support of breweries and beer retailers, to promote the idea that choosing ale is no less sophisticated than selecting fine wines. It offers a one-day foundation course (\$287) at historic pubs and breweries in London, Manchester and other locations. Participants learn the finer points of wheat beers, dark lagers, old ales and so on. "Our beer choices are global, and our intention is to let anyone who comes to our courses understand beer — not brands," says co-founder Rupert Ponsonby.

Where a formal industry or hotel course doesn't yet exist, there may be a casual class to drop in on. In Tokyo, various kinds of sake are explained by independent expert John Gauntner, sake-world.com, in English-language seminars staged about once a month. Popular with expats and tourists, the events typically draw about 40 people and are held in restaurants or sake pubs. Each seminar costs \$60 (including a meal) and lasts about three hours. "Going to these seminars helps people know what to look for, what makes one kind of sake different from another," says former participant Melinda Joe.

She's not the only one eager to educate her taste buds. "Consumers have developed very sophisticated palates either through travel or exposure," says David Kendall, principal of the Seattle brand consultancy Kendall Ross, which works with a number of wineries. "They are also more curious about the product, the producers, where it came from and how it was made." Fortunately, getting to the top of the class has never been more enjoyable.



词汇注解

重点单词

| | |
|------------------------------|---|
| sample /'sæmpl/ | [文中释义] v. 品尝 [大纲全义] n. 样品, 实例, 标本, 抽样检查 v. 取样, 采样; 品尝, 体验 |
| captive /'kæptiv/ | [文中释义] adj. 被俘虏的 [大纲全义] n. 俘虏 adj. 被俘虏的, 被监禁的 |
| broad /brɔ:d/ | [文中释义] adj. 宽的, 广阔的 [大纲全义] adj. 宽的, 广阔的; 广大的; 宽宏的, 豁达的; 敞亮的, 明白清楚的 |
| beverage /'beve rɪdʒ/ | [文中释义] n. 饮料 [大纲全义] n. (水、酒等之外的) 饮料 |
| appreciation /ə,prɪ:'ʃeɪʃən/ | [文中释义] n. 鉴赏 [大纲全义] n. 赏识, 鉴赏; 感激 |
| amused /ə'mju:zd/ | [文中释义] adj. 被逗乐的, 愉快的 [大纲全义] adj. 被逗乐的; 愉快的 |
| premium /'prɪmjəm/ | [文中释义] n. 额外费用 [大纲全义] n. 额外费用, 奖金, 奖赏, 保险费 adj. 高级的, 优质的; 售价高的 |
| overall /'əuversɔ:l/ | [文中释义] adj. 全面的 [大纲全义] adj. 全面的, 综合的, 总体的; 全部的 n. (pl.) (套头) 工作服 |
| flavored /'fleɪvəd/ | [文中释义] adj. 有风味的 [大纲全义] adj. 有风味的 |
| spicy /'speɪsi/ | [文中释义] adj. 加很多香料的 [大纲全义] adj. 加很多香料的; (口味) 浓郁的; 辛辣的; 粗俗的, 秽褻的 |
| fortified /'fɔ:tɪfaɪd/ | [文中释义] adj. 强化的 [大纲全义] adj. 强化的, 加强的 |
| serve /sɜ:v/ | [文中释义] v. 服务 [大纲全义] v. 服务, 尽责; 招待, 侍候; 符合, 适用; 供应; 度过(某段时间); 发(球) |
| intention /ɪn'tenʃən/ | [文中释义] n. 意图 [大纲全义] n. 意图, 意向, 目的 |



casual /'kæʒjuəl/

[文中释义] *adj.* 非正式的

[大纲全义] *adj.* 偶然的，碰巧的；漠不关心的，冷淡的；临时的，非正式的

超纲单词

bodega

n. 酒窖

cognac

n. 法国白兰地

chateau

n. 城堡

bragging

adj. 夸张的

outdo

v. 胜过

tequila

n. 龙舌兰酒

reposada

n. 金黄色的龙舌兰酒

sangria

n. 桑格里酒

重点段落译文

无论我们品尝啤酒厂的啤酒、酒窖里的雪利酒，还是城堡中的法国白兰地，问题在于我们只是对一种特定的品牌感兴趣。当然，你不能抱怨太多，尤其当这些酒是免费的时候。如若你不再注重谁是生产者，而是为了广泛了解酒类文化从而品尝各种各样的饮料，结果又是怎样的呢？逐渐地，你会成为幸运儿的。

一些比较豪华的酒店开创了先河，他们现在开设了酒的鉴赏课程，并且把这一课程作为取乐宾客的方式。丽茨·卡尔顿酒店的发言人维安·多伊施尔说道：“宾客额外付费可获得酒店提供的特殊经历，这可以给宾客带来回家后炫耀的权利，但这种服务的竞争越来越激烈。”

宾客躺在宾馆享受阳光的时间只有那么多，他们希望学一些新的东西，以使自己的整个生活方式得到改善。”基于这样的想法，牙买加的丽茨·卡尔顿玫瑰大酒店（该酒店的网址是 ritzcarlton.com）雇佣了当地一位精通朗母酒的人来教宾客识别不同种类的朗母酒，例如浓的、淡的、有风味的和特烈的朗母酒。课堂时间为 30 分钟，而且课堂氛围带有刺激性气味。课堂按需举行，每人大约花费 20 美元。

坐落在墨西哥庞塔米塔地区的四季酒店，它的文化中心每周向宾客授课两次，每次一小时的龙舌兰酒课程。针对这样的课程，还无一家酒店胜过四季酒店（四季酒店的网址是 fourseasons.com）。学生可以学习鉴别不同的龙舌兰酒，如区分银龙舌兰酒（又称清淡龙舌兰酒）、金龙舌兰酒（有焦糖的颜色）、金黄色的龙舌兰酒（至少陈酿两个月的时间）和鸡尾酒（多达三年的陈酿时间）等。龙舌兰酒有几家不同的生产厂商，如国产的桑格里酒可以润喉，酒吧里的香辣小吃可以保证让你回味无穷，酒店里的酒可以免费品尝。

葡萄牙的葡萄屋酒店（网址为 hotelvintagehouse.com）也根据需求在酒店开设了关于品波特酒的课程。课程所需费用为 23 美元，一般课时为 90 分钟，在课堂上展示不同酒精度的葡萄酒，例如如何区分白色波特酒和黄褐色波特酒，以及怎样辨别葡萄酒是不是最近装瓶的。

如今不止宾馆提供这样的课程，为了促进贸易，工业基金组织也采用了这种方式。英国啤酒学院（网址为 beeracademy.org）在啤酒厂和啤酒零售商的支持下于 2003 年建立，以宣扬淡色啤酒的选择同好酒的挑选一样复杂的思想。这一学院在伦敦、曼彻斯特及其他地点有历史价值的酒吧和啤酒厂开设课程，基础课程为一天 287 美元。参与者学习关于小麦啤酒、黑啤酒和陈酿淡色啤酒等其他酒的各自的优点。共同创始人鲁伯特·庞森贝说：“我们在全世界范围内选择啤酒，我们的目的是让参加我们课程的每一个人了解啤酒而不是品牌。”

在正式的产业和旅馆课程还不存在的地方非正式的课程已经存在并可供我们去学习。