

# TIME

Volume



主编 / 北京外国语大学 江涛

考研成功，绿色通道，吃透题源，决胜终点！

第2版  
Second Edition

## 考研英语 阅读题源

## 时代周刊

分册

石油工业出版社

第1版连续20个月  
位居全国畅销书  
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# 再版前言

2008年4月出版的《考研英语阅读题源》系列是我们下了大力气编写而成的，其间的痛苦只有我们自己才能体会——在众多原版报刊杂志中确定对考生最有帮助的几本是一个浩大的工程，而想要在周刊，甚至是日报中筛选与考研阅读趋势最接近的文章就更加艰难。毫不夸张地说，最终确定的300篇文章（每本分册50篇）是从上千篇文章中“海选”出来的，每每敲定一篇文章，那种成就感就好比文章是自己写出的一般。文章确定了，就要翻译，原版出版物文章的翻译绝非易事，不能说我们的翻译尽善尽美，但可以保证的是，最终的翻译是我们花费了大量心血译成的。

因此，在得知《考研英语阅读题源》系列面世之后，受到广大考研考生，甚至是大众英语学习爱好者的热烈追捧之时，我们感到异常欣慰。

“题源”并不是一个全新的概念，通过对考研英语真题阅读文章的分析就可以看出，大部分文章都是由近几年知名原版英文报刊杂志中发表的文章改编而来的。这一点通过下表就可以看出：

近年考研英语阅读真题文章主要来源分析

| 年 份  | 篇 章    | 原文发表时间                              |                                |                           |                       |
|------|--------|-------------------------------------|--------------------------------|---------------------------|-----------------------|
|      |        | <i>The New York Times</i><br>《纽约时报》 | <i>The Economist</i><br>《经济学家》 | <i>Newsweek</i><br>《新闻周刊》 | <i>Time</i><br>《时代周刊》 |
| 2009 | Text 1 | 2008.5.4                            |                                |                           |                       |
| 2008 | Text 2 |                                     | 2005.9                         |                           |                       |
| 2007 | Text 1 | 2006.5.7                            |                                |                           |                       |
|      | Text 4 |                                     | 2005.6.23                      |                           |                       |
| 2006 | Text 3 |                                     | 2003.5.15                      |                           |                       |
|      | Text 4 |                                     |                                |                           | 2005.1.17             |
|      | Text 1 |                                     | 2003.9.18                      |                           |                       |
| 2005 | Text 3 |                                     |                                | 2002.7.10                 |                       |
|      | Text 4 |                                     | 2004.1.29                      |                           |                       |
| 2004 | Text 2 |                                     | 2001.9.1                       |                           |                       |
|      | Text 3 |                                     |                                | 2000.12.18                |                       |
| 2003 | Text 1 |                                     |                                |                           | 1999.1.25             |
|      | Text 4 |                                     |                                | 2001.8.27                 |                       |
| 2002 | Text 3 |                                     | 1999.11.27                     |                           |                       |

虽然考研英语阅读还有其他的“题源”，但考虑到文章的难易程度以及题材和体裁的限定，我们还是将焦点集中在了 *The New York Times* 《纽约时报》、*The Economist* 《经济学家》、*Newsweek* 《新闻周刊》、*TIME* 《时代周刊》、*The Times* 《泰晤士报》、*Guardian* 《卫报》这 6 本优秀的报纸、期刊上。这套书的受欢迎程度证明了我们的判断没有错。

不少考生通过各种渠道向我们表达了对这套书的喜爱之情，也有“准考生”在他人的推荐下开始关注这套书，同时他们也提出了自己的担忧：“考研英语阅读文章时代感很强，选取的都是近几年的文章，到我们考研的时候，这套书就过时了吧？”

既然我们的努力得到了认可，那为何不再努力一下，帮助更多的考生，让我们的《考研英语阅读题源》系列成为考研考生的首选阅读材料呢？

为此，我们将最受欢迎且与考研阅读真题最为贴近的 *The New York Times* 《纽约时报》、*The Economist* 《经济学家》、*Newsweek* 《新闻周刊》、*TIME* 《时代周刊》分册进行了修订。替换掉部分不再“新鲜”的文章，换上更符合时代潮流且更贴近考研趋势的文章，这样考生就不用再担心过时或与考研趋势不符的问题了。

修订后的每本分册仍然各包括 50 篇文章，根据考研英语文章的题材类型分为社会类、文教类、经济类、科技类和健康类五部分。其中，每篇文章又包含以下三个部分：

**题源文选：**原汁原味、内容翔实的英语报刊文摘。从风格、内容、难易程度方面均与考研英语文章相近。为了在保证文章原汁原味的基础之上更好地体现考研英语的特色，编者特节选结构内容相对完整、篇幅与考研英语文章相当的部分作为重点段落（即黑色字体部分），其余部分则以灰度字体出现，便于考生有重点地阅读。

**词汇注解：**列出文中需考生掌握的重点单词和超纲单词。重点单词部分列出文中出现的、考研大纲中所包含的词汇，后面附有音标、文中释义和大纲全义，在原文中以蓝色加粗字体标出，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文中出现的、不属于考研大纲考查范围的生词，在原文中以蓝色斜体标出，为考生排除阅读中的障碍，帮助扩展词汇量。

**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借鉴。

我们发现，这套书的读者中除了考研考生外，还有不少大众英语学习爱好者，其中不乏白领读者，他们把这套书当做原版报刊杂志的“精编合订本”，用做泛读，或用做了解更广阔的世界。因此，强烈建议考研考生在考研过后，也争取抽时间看看我们的书，让它们继续发挥“余热”。其他大众英语学习爱好者也大可以读读我们的书，相信一定会有意想不到的惊喜和收获！

希望我们能和考研考生以及大众英语学习爱好者一起，在英语学习的海洋中同舟共济，不断前行！

编者

2010 年 1 月 于北京

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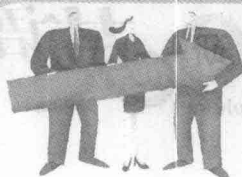
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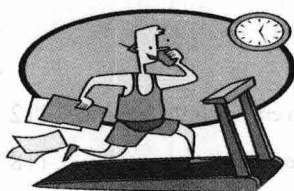
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# S 社会类 Social Class



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

*tonnage* 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



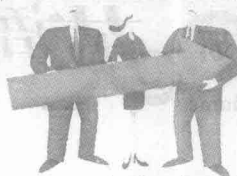
Convention has clearly stated that whatever the legal status of the boat, from the moment it's being sent for demolition, it's waste. Period. We're seeing a flagrant disregard for international law."

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

超纲单词

- bearer** *n.* 搬运者
- decommissioned** *adj.* 退役的
- shipbreaking** *n.* 拆船
- asbestos** *n.* 石棉
- tonnage** *n.* 吨位
- single-hull** *adj.* 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盖着石棉绝缘层，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。



From *TIME*

By Steve Mollman

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## 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