

## 2014 年广东外语外贸大学 211 翻译硕士英语考研试题(回忆版)

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切里。小团子提供

### 一、选择题 30 道

选择题的前面 10 道左右是选自小说里的话，大概是从里面抠出几个空让我们选择合适的词汇，大概记得主人公 Tom 和 Isabella。总体感觉是看上去很难，好多不认识的词，但其实考的点很简单，看不懂整句话也能选出正确答案，比如考了 too...to...、protest against/at、(the quietness) of this thing、just/barely.....

### 二、阅读 4 篇，其中 10 道选择题，5 道需要自己组织句子回答的问题。

其中一篇阅读是专八真题：

Cooperative competition. Competitive cooperation. Confused? Airline alliances have travelers scratching their heads over what's going on in the skies. Some folks view alliances as a blessing to travelers, offering seamless travel, reduced fares and enhanced frequent-flyer benefits. Others see a conspiracy of big businesses, causing decreased competition, increased fares and fewer choices. Whatever your opinion, there's no escaping airline alliances: the marketing hype is unrelenting, with each of the two mega-groupings, One world and Star Alliance, promoting itself as the best choice for all travelers. And, even if you turn away from their ads, chances are they will figure in any of your travel plans. By the end of the year, One world and Star Alliance will between them control more than 40% of the traffic in the sky. Some pundits predict that figure will be more like 75% in 10 years.

But why, after years of often ferocious competition, have airlines decided to band together? Let's just say the timing is mutually convenient. North American airlines, having exhausted all means of earning customer loyalty at home, have been looking for ways to reach out to foreign flyers. Asian carriers are still hurting from the region-wide economic downturn that began two years ago—just when some of the airlines were taking delivery of new aircraft. Alliances also allow carriers to cut costs and increase profits by pooling manpower resources on the ground (rather than each airline maintaining its own ground crew) and code-sharing—the practice

of two partners selling tickets and operating only one aircraft. So alliances are terrific for airlines—but are they good for the passenger? Absolutely, say the airlines: think of the lounges, the joint FFP(frequent flyer program)benefits, the round-the-world fares, and the global service networks. Then there's the promise of "seamless" travel: the ability to, say, travel from Singapore to Rome to New York to Rio de Janeiro, all on one ticket, without having to wait hours for connections or worry about your bags. Sounds utopian? Peter Buecking, Cathay Pacific's director of sales and marketing, thinks that seamless travel is still evolving. "It's fair to say that these links are only in their infancy. The key to seamlessness rests in infrastructure and information sharing. We're working on this." Henry Ma, spokesperson for Star Alliance in Hong Kong, lists some of the other benefits for consumers: "Global travelers have an easier time making connections and planning their itineraries." Ma claims alliances also assure passengers consistent service standards. Critics of alliances say the much-touted benefits to the consumer are mostly pie in the sky, that alliances are all about reducing costs for the airlines, rationalizing services and running joint marketing programs. Jeff Blyskal, associate editor of Consumer Reports magazine, says the promotional ballyhoo over alliances is much ado about nothing. "I don't see much of a gain for consumers: alliances are just a marketing gimmick. And as far as seamless travel goes, I'll believe it when I see it. Most airlines can't even get their own connections under control, let alone coordinate with another airline."

Blyskal believes alliances will ultimately result in decreased flight choices and increased costs for consumers. Instead of two airlines competing and each operating a flight on the same route at 70% capacity, the allied pair will share the route and run one full flight. Since fewer seats will be available, passengers will be obliged to pay more for tickets.

The truth about alliances and their merits probably lies somewhere between the travel utopia presented by the players and the evil empires portrayed by their critics. And how much they affect you depends on what kind of traveler you are.

Those who've already made the elite grade in the FFP of a major airline stand to benefit the most when it joins an alliance: then they enjoy the FFP perks and advantages on any and all of the member carriers. For example, if you're a Marco Polo Club "gold" member of Cathay Pacific's Asia Miles FFP, you will automatically be treated as a valuable customer by all members of One world, of which Cathay Pacific is a member—even if you've never flown with them before.

For those who haven't made the top grade in any FFP, alliances might be a way of simplifying the earning of frequent flyer miles. For example,

I belong to United Airline's Mileage Plus and generally fly less than 25,000 miles a year. But I earn miles with every flight I take on Star Alliance member-All Nippon Airways and Thai Airways.

If you fly less than I do, you might be smarter to stay out of the FFP game altogether. Hunt for bargains when booking flights and you might be able to save enough to take that extra trip anyway. The only real benefit infrequent flyers can draw from an alliance is an inexpensive round-the-world fare.

The bottom line: for all the marketing hype, alliances aren't all things to all people-but everybody can get some benefit out of them.

19. Which is the best word to describe air travelers' reaction to airline alliances?

- A) Delight.
- B) Indifference.
- C) Objection.
- D) Puzzlement.

20. According to the passage, setting up airline alliances will chiefly benefit \_\_\_\_.

- A) North American airlines and their domestic travelers
- B) North American airlines and their foreign counterparts
- C) Asian airlines and their foreign travelers
- D) Asian airlines and their domestic travelers

21. Which of the following is NOT a perceived advantage of alliances?

- A) Baggage allowance.
- B) Passenger comfort.
- C) Convenience.
- D) Quality

22. One disadvantage of alliances foreseen by the critics is that air travel may be more expensive as a result of \_\_\_\_.

- A) less convenience
- B) higher operation costs
- C) less competition
- D) more joint marketing

23. According to the passage, which of the following categories of travelers will gain most from airline alliances?

- A) Travelers who fly frequently economy class.
- B) Travelers who fly frequently business class.
- C) Travelers who fly occasionally during holidays.
- D) Travelers who fly economy class once in a while.

答案

短文大意：本文主要论述的是航空公司联合的利与弊。

19. 答案：D

【参考译文】下面哪一项最能描述乘客对航空联合的看法？

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【试题分析】本题为细节题。

【详细解答】短文第一段开头提到航空联合时说：“Confused? Airline alliances have travellers scratching their heads over what’s going on in the skies.” 这表明乘客非常疑惑，因为他们不知道航空公司到底发生了什么事。由此可直接选 D “迷惑的”。

20. 答案：B

【参考译文】根据文章内容，谁是联合同盟成立后的主要受益者？

【试题分析】本题为推理题。

【详细解答】文章第二段表明，北美航空公司和亚洲航空公司都想向海外发展，如果联合就可以达到资源共享，以降低成本，提高利润。故选项 B 为正确答案。

21. 答案：A

【参考译文】下列哪一项不是航空联合所带来的益处？

【试题分析】本题为细节题，可用排除法解答。

【详细解答】文中第三段讲到，航空公司认为联合对乘客绝对有好处。实现全球服务网络，乘客不用再等上几个小时或担心自己的行李，休息室增大，提高了质量。因此可排除选项 B, C 和 D。这里只有选项 A “行李的最高限额(将增大)” 没有提到，故为正确答案。

22. 答案：C

【参考译文】反对者预见联合的不利处可能是航空旅行更加昂贵，原因是什么？

【试题分析】本题为细节题。

【详细解答】短文第五段第二句说 “Instead of two airlines competing and each operating a flight on the same route at 70% capacity, the allied pair will share the route and run one full flight.” 由此可见，联合将最终导致票价上涨，因为联合的两个公司将共享路线，载满乘客，而不是互相竞争，装载 70% 的乘客。故答案选 C

23. 答案：B

【参考译文】根据文章内容，下列哪一类旅客将从航空联合中受益最多？

【试题分析】本题为细节题。

【详细解答】文章倒数第四段说，已在一个大航空公司获得 FFP 的顶级席位的人将受益最多。FFP 指 frequent flyer programme 类的人。而能取得顶级席位的应该是坐商业舱的人，而不是坐经济舱的人。故选项 B 为正确答案。

第二篇阅读原文

IN THIS week’s issue, we have a piece looking at the dramatic wave of southern European migrants moving to Britain (mostly, in fact, to London). As recession bites at home, Britain’s Italian population, long fairly stable in size, is once again expanding. Young Spaniards are moving here in droves. But I thought it was worth drawing out one point in particular: immigration and Britain’s largely unregulated labour market go hand in hand.

People move to Britain for all sorts of reasons, and not all are straightforward. In the course of researching the piece, I spoke to a young Spanish girl who is moving to England because she thinks it will be easier to get an Australian visa from here; another couple, in their late 20s,

who moved here because they wanted an adventure; and a young Italian fine arts graduate who came to England because he had heard about our free museums. Economic reasons are always an important draw, but rarely the most important one.

But when they get here, almost all immigrants have to find somewhere to live and somewhere to work. If they arrive without very much money, or without particularly good English skills, they need work fast—even if it barely pays. And there are lots of unscrupulous employers around who are prepared to offer it. For immigrants, there is plenty of work in hotels, in restaurants, in care homes, on construction sites, cleaning offices, delivering leaflets and much else—often at as little as £3 or £4 per hour, far below the legal minimum wage (now £6.31 per hour).

These sorts of jobs are never offered to natives, who might alert the authorities and would in any case turn their noses up at them. They rarely last long, as most migrants move onto better-paying legal jobs as soon as they can. But they are nonetheless extremely common, and for many young migrants, they provide a vital first step into British life. Arguably, they exist largely because the government does very little to enforce the minimum wage. Indeed, there wasn't a single prosecution under minimum wage law until 2007—fully nine years after the law was introduced.

A fairly simple policy to reduce immigration then—and especially the sort of low-skilled European immigration that so worries politicians—would be to enforce labour market laws such that employers cannot get a competitive advantage by taking on immigrants at extremely low wages. There is a good reason why comparatively few Eastern European migrants have moved to Sweden and Denmark, and it is not just the weather. There, trade unions in effect control access to jobs, and so immigrants cannot compete by offering to work for less than the natives.

Union control of labour markets is not a solution for Britain. But cracking down on the informal economy may be. In his conference speech, Ed Miliband complained about “shady gangmasters exploiting people in industries from construction to food processing.” He promised to “strengthen” the minimum wage in government. He has not outlined how that would work, and perhaps it would require spending a fortune on apparatchiks to go around hounding businesses and workers—legitimate or not. But in theory at least, it makes a lot of sense. Britain needs immigrants, but it needs resourceful, well-prepared ones who will pay lots of taxes—not people who can only find work in irregular jobs. Perhaps rather than complaining about the huge numbers of Romanians and Bulgarians about to turn up in Britain, a few Conservative politicians might consider what draws them here too.

有一篇是讲一个医生杀死妻子的案件，以下是阅读原文：

A jury convicted a doctor of murder early Saturday in the death of his

wife six years ago, bringing an end to a trial that became the nation's latest true-crime cable TV obsession with its tales of jailhouse snitches, forced plastic surgery, philandering and betrayal.

Martin MacNeill was accused of knocking out Michele MacNeill with drugs after cosmetic surgery, then leaving her to die in a tub like one that was displayed during the trial.

Prosecutors asserted that he may have held her underwater for good measure and that he did it to take up a new life with another woman.

Michele MacNeill's daughters and other relatives let out a loud yelp before dissolving in tears as the jury delivered its verdict to the tense, packed courtroom.

"We're just so happy he can't hurt anyone else," said Alexis Somers, one of his older daughters. "We miss our mom; we'll never see her again. But that courtroom was full of so many people who loved her."

Martin MacNeill, 57, showed little emotion when the verdict was read. He hugged his lawyer afterward and said, "It's OK."

He faces 15 years to life for first-degree murder when he is sentenced Jan. 7. He also was found guilty of obstruction of justice, which could add 1-15 years. MacNeill was led by deputies back to Utah County jail. Randy Spencer, one of his lawyers, said he was disappointed before declining further comment.

The chief prosecutor, Chad Grunander, said the largely circumstantial case was the most difficult he ever brought to trial and that many prosecutors wouldn't bother trying, especially with medical examiners unable to produce a finding of homicide.

"It was an almost perfect murder," Grunander said in his closing argument, asserting MacNeill "pumped her full of drugs" that he knew would be difficult to detect once she was dead.

An early mistress of MacNeill's testified he once confided he could induce a heart attack in someone that would appear natural.

After deliberating for 11 hours, the jury issued its guilty verdict to murder and obstruction of justice shortly after 1 a.m. Saturday.

The case shocked the Mormon community of Pleasant Grove, 35 miles south of Salt Lake City, and captured national attention because the defendant was a wealthy doctor and a lawyer, a father of eight in a picture-perfect family and former bishop in his local congregation of The Church of Jesus Christ of Latter-day Saints.

Defense lawyers contend Michele MacNeill died of natural causes. They believe she had a heart attack and fell headfirst into the tub and noted the autopsy showed she had an enlarged heart, a narrowing of the heart arteries and liver and kidney deterioration.

"There's simply no proof" of homicide, Spencer said. "The prosecution has presented to you their cherry-picked portion of the evidence."



He called the testimony of a handful of prison inmates angling for early release doubtful. The men who spent time behind bars with the doctor testified he had acknowledged killing his wife – or suggested that investigators could never prove he did it.

Their testimony was the only direct evidence of murder, Grunander said. MacNeill lawyers argued he would never admit murder to strangers in prison.

MacNeill was medical director of the Utah State Development Center, a residential center for people with cognitive disorders, who moonlighted in other medical jobs, once consulting for a laser hair removal clinic. He had a law degree but wasn't known to practice law and has since surrendered his law and medical licenses.

The highlight of the three-week trial was a mistress who MacNeill introduced as a nanny within weeks of his wife's death. His older daughters quickly recognized Gypsy Willis as his secret lover and said her mother had been arguing with her husband over the affair.

The daughters went to work uncovering what they call their father's secret life. They abandoned him while dogging authorities to open a murder investigation. It wasn't until MacNeill's release in July 2012 from a federal prison in Texas on charges of fraud that Utah prosecutors moved to file charges of murder and obstruction of justice.

Willis also served a federal sentence for using the identity of one of MacNeill's adopted daughters to escape a debt-heavy history. That daughter had been sent back to Ukraine, supposedly only for a summer. For a time, MacNeill's only family defender was his only son. Damian, a 24-year-old law student, committed suicide in January 2010, according to his sisters, who have said he was haunted by their mother's death. Prosecutors said MacNeill might have gotten away with a perfect murder, but his erratic behavior the day of his wife's death and shortly afterward was "dripping with motive."

They reminded jurors about testimony that MacNeill stood in the bathroom yelling what prosecutors called phony grief, "Why did you do this? All because of a stupid surgery," as paramedics tried to revive his wife. Family testimony suggested it was MacNeill who insisted his 50-year-old wife, a former local beauty queen in her California hometown, get the surgery. Prosecutors said he used it as an excuse to mix painkillers, Valium and sleeping pills for her supposed recovery.

第一问是 paraphrase "bringing an end to a trial that became the nation's latest true-crime cable TV obsession"

第二问是 What did "who moonlighted in other medical jobs, once consulting for a laser hair removal clinic" imply ?

Passage4: 讲汽车销售行业的萧条。3 问, 都可在文中找到线索和答案。

### 三、作文

A recent report in the media came out that some cities begin to take measures to curb car use. Some thought it is beneficial to improve air condition. Some held that it will bring a lot of disadvantages. What's your opinion? (大意)

即你对车辆限行 curb the use of cars 的看法，要拟标题，400 词

以上试题来自 kaoyan.com 网友的回忆，仅供参考，纠错请发邮件至 suggest@kaoyan.com。