People have tried since well before the dawn of history to make use of the sea. It is certain that humans were making long voyages by sea many centuries before they were able to go more than a short distance on land. At the same time the sea, as a cradle of life, has also sustained life. Recent archaeological and historical discoveries tell us that at least 3,000 years ago fishing had already developed into a highly organized craft. It has remained so ever since.

We now know that there were sailors before there were farmers and shepherds; that there were ships before people had settled in villages and made the first pottery. Seafaring has been a vital part of human history and progress for a simple reason. The most efficient means for moving people and materials in any quantity is by flotation in the water.

We know that the simplest form of water craft, the North American birchbark canoe, could carry 3,600 kilograms, including the weight of eight men. Such a cargo would require thirty-five porters on land, providing that each porter could carry 80 kilograms all day long. If the cargo consisted of a large and heavy piece, then a ship was the answer. The Romans gave us the basic principle of marine transport when they determined it cost more to cart a large quantity of grain 75 miles than to ship it by sea from one end of the empire to the other. The principle of marine transport has thus remained a central part of human life. Only the methods have changed.

The world has known so many types of ships that one has replaced another very quickly, and the older ones are forgotten. We have few records save an occasional rock drawing. The Egyptians are generally credited with inventing the sail some 8,000 years ago. However, it is quite possible that ships were sailed in other areas of the then-unknown world, which has given us no records. Before the sail, it was necessary to paddle or punt. The sail - probably evolved from the wind catching soldiers' shields or palm-leaf shades on the craft - was, of course, the turning point. Ships became more sophisticated, larger, and faster in a relatively short time. We should note that the adoption of wind power for land use did not take place until almost 7,000 years after the first square sail was hoisted aboard an Egyptian ship.

Western civilization undoubtedly began in the littoral areas of the Mediterranean, and shipping probably originated off its eastern shores. The records are scanty or non-existent, but there is sufficient evidence that there was already much navigation in Minoan times and a little later in the Phoenician era. The strong Mediterranean tradition has until recently discounted the existence of sea travel in other, then undiscovered, areas of the globe. For example, it has been stated with some authority that navigation was non-existent in early India. However, recent archaeological excavations contradict this notion It was found that brisk seaborne trade existed between the Indus people and the Sumerians in the late Third and the Second Millennium B.C. Still, we really know very little about these very early times, since almost no records have survived. We must rely on the dim tracts of potsherds, mysterious artifacts, and other such objects. A handful of words, "bringing of forty ships filled with cedar logs”, written by an unknown scribe listing the accomplishments of Pharaoh Snefru of Egypt in about 2650 B.C., brings us across a threshold into the proper period of history. These words tell us not only that the ancient pharaoh imported cedar logs from Phoenicia, but also that this early international trade was accomplished by ship.

**I) Choose one answer (A, B, C, or D) for the following questions:**

1. In paragraph 1, what does the narrator say about the sea?

A) People were travelling by land before they started travelling by sea

B) The sea was predominantly used for fishing

C) The sea ensured the quality of life by providing food, among other things

D) People have only ever tried to use its resources for their own convenience

1. How much weight can a wooden canoe carry?

A) 3,600 kg of cargo plus the weight of eight passengers

B) 3,600 kg of cargo minus the weight of eight passengers

C) The weight of 35 porters carrying 80 kg each

D) 700 tonnes

1. When did the wind start being used to power land vehicles?

A) Even before it was used for water vehicles

B) ~8,000 years ago

C) ~7,000 years ago

D) ~1,000 years ago

1. What does the narrator say about sea travel in paragraph 4?

A) Navigation existed in early India

B) There is no evidence that Phoenicians sailed

C) Navigation started in the Mediterranean

D) The Indus people and the Sumerians never traded

1. In conclusion, how can we establish the existence of seaborne trade?

A) Using the international trade records

B) With the help of archaeological findings

C) Using the ships’ records

D) With the help of what the ancient scribes wrote

**II) Find the synonyms for the following words in the text:**

Sea travels - \_\_\_\_\_\_\_\_\_\_\_\_ (paragraph 1)

Carriers - \_\_\_\_\_\_\_\_\_\_\_ (paragraph 2)

Raised - \_\_\_\_\_\_\_\_\_\_\_ (paragraph 3)

Coastal - \_\_\_\_\_\_\_\_\_\_\_\_\_\_ (paragraph 4)

Minimal - \_\_\_\_\_\_\_\_\_\_\_\_\_\_ (paragraph 4)

Ignored - \_\_\_\_\_\_\_\_\_\_\_\_\_ (paragraph 4)

**III Write questions for the following sentences, so that the answer to the question is the underlined part of the sentence:**

1. We now know that there were sailors before there were farmers and shepherds.

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1. The Mediterranean tradition has recently discounted the existence of sea travel.

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