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Daffodil International University

Faculty of Science & Information Technology

Department of Computer Science and Engineering

Final Examination, Fall-2025

Course Code: ENG 102 Course Title: Writing and Comprehension

Level: 1 Term: 2 Batch: 69

Time: 2 Hours **Marks: 40**

Answer ALL Questions

[The figures in the right margin indicate the full marks and corresponding course outcomes. All portions of each question must be answered sequentially.]

1.		**Reading**	**1x 20= 20 Marks**	**CO's**
		Reading Passage 1: Read the following passage and answer the following questions		**CO 1**
		Roman shipbuilding and navigation Shipbuilding today is based on science and ships are built using computers and sophisticated tools. Shipbuilding in ancient Rome, however, was more of an art relying on estimation, inherited techniques and personal experience. The Romans were not traditionally sailors but mostly land-based people, who learned to build ships from the people that they conquered, namely the Greeks and the Egyptians. There are a few surviving written documents that give descriptions and representations of ancient Roman ships, including the sails and rigging. Excavated vessels also provide some clues about ancient shipbuilding techniques. Studies of these have taught us that ancient Roman shipbuilders built the outer hull first, then proceeded with the frame and the rest of the ship. Planks used to build the outer hull were initially sewn together. Starting from the 6th century BCE, they were fixed using a method called mortise and tenon, whereby one plank locked into another without the need for stitching. Then in the first centuries of the current era, Mediterranean shipbuilders shifted to another shipbuilding method, still in use today, which consisted of building the frame first and then proceeding with the hull and the other components of the ship. This method was more systematic and dramatically shortened ship construction times. The ancient Romans built large merchant ships and warships whose size and technology were unequalled until the 16th century CE. Warships were built to be lightweight and very speedy. They had to be able to sail near the coast, which is why they had no ballast or excess load and were built with a long, narrow hull. They did not sink when damaged and often would lie crippled on the sea's surface following naval battles. They had a bronze battering ram, which was used to pierce the timber hulls or break the oars of enemy vessels. Warships used both wind (sails) and human power (oarsmen) and were therefore very fast. Eventually, Rome's navy became the largest and most powerful in the Mediterranean, and the Romans had control over what they therefore called Mare Nostrum meaning 'our sea'.		

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There were many kinds of warship. The 'trireme' was the dominant warship from the 7th to 4th century BCE. It had rowers in the top, middle and lower levels, and approximately 50 rowers in each bank. The rowers at the bottom had the most uncomfortable position as they were under the other rowers and were exposed to the water entering through the oar-holes. It is worth noting that contrary to popular perception, rowers were not slaves but mostly Roman citizens enrolled in the military. The trireme was superseded by larger ships with even more rowers.

Merchant ships were built to transport lots of cargo over long distances and at a reasonable cost. They had a wider hull, double planking and a solid interior for added stability. Unlike warships, their V-shaped hull was deep underwater, meaning that they could not sail too close to the coast. They usually had two huge side rudders located off the stern and controlled by a small tiller bar connected to a system of cables. They had from one to three masts with large square sails and a small triangular sail at the bow. Just like warships, merchant ships used oarsmen, but coordinating the hundreds of rowers in both types of ship was not an easy task. In order to assist them, music would be played on an instrument, and oars would then keep time with this.

The cargo on merchant ships included raw materials (e.g. iron bars, copper, marble and granite), and agricultural products (e.g. grain from Egypt's Nile valley). During the Empire, Rome was a huge city by ancient standards of about one million inhabitants. Goods from all over the world would come to the city through the port of Pozzuoli situated west of the bay of Naples in Italy and through the gigantic port of Ostia situated at the mouth of the Tiber River. Large merchant ships would approach the destination port and, just like today, be intercepted by a number of towboats that would drag them to the quay.

The time of travel along the many sailing routes could vary widely. Navigation in ancient Rome did not rely on sophisticated instruments such as compasses but on experience, local knowledge and observation of natural phenomena. In conditions of good visibility, seamen in the Mediterranean often had the mainland or islands in sight, which greatly facilitated navigation. They sailed by noting their position relative to a succession of recognisable landmarks. When weather conditions were not good or where land was no longer visible, Roman mariners estimated directions from the pole star or, with less accuracy, from the Sun at noon. They also estimated directions relative to the wind and swell. Overall, shipping in ancient Roman times resembled shipping today with large vessels regularly crossing the seas and bringing supplies from their Empire.

a) **(Questions 1-5)**

Do the following statements agree with the information given in Reading Passage 1?

For the questions 1 - 5 on your answer sheet, write

TRUE. **if the statement agrees with the information**

FALSE. **if the statement contradicts the information**

NOT GIVEN **If there is no information on this**

1. The Romans' shipbuilding skills were passed on to the Greeks and the Egyptians.
2. Skilled craftsmen were needed for the mortise and tenon method of fixing planks.
3. The later practice used by Mediterranean shipbuilders involved building the hull before the frame.

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4. The Romans called the Mediterranean Sea Mare Nostrum because they dominated its use
5. Most rowers on ships were people from the Roman army.

b) **(Questions 5-10)**
Complete the notes below. Write ONE WORD ONLY from the passage in each gap.

Warships and merchant ships

Warships were designed so that they were (6) ---------- and moved quickly. They often remained afloat after battles and were able to sail close to land as they lacked any additional weight. A battering ram made of (7) ---------- was included in the design for attacking and damaging the timber and oars of enemy ships. Warships, such as the 'trireme', had rowers on three different (8) ----------. Unlike warships, merchant ships had a broad (9) ---------- that lay far below the surface of the sea. Merchant ships were steered through the water with the help of large rudders and a tiller bar. They had both square and (10) ---------- sails. On merchant ships and warships, (11) ---------- was used to ensure rowers moved their oars in and out of the water at the same time.

Reading Passage 2: Read the following passage and answer the following questions

Climate change reveals ancient artefacts in Norway's glaciers

A Well above the tree line in Norway's highest mountains, ancient fields of ice are shrinking as Earth's climate warms. As the ice has vanished, it has been giving up the treasures it has preserved in cold storage for the last 6,000 years – items such as ancient arrows and skis from Viking Age* traders. And those artefacts have provided archaeologists with some surprising insights into how ancient Norwegians made their livings.

B Organic materials like textiles and hides are relatively rare finds at archaeological sites. This is because unless they're protected from the microorganisms that cause decay, they tend not to last long. Extreme cold is one reliable way to keep artefacts relatively fresh for a few thousand years, but once thawed out, these materials experience degradation relatively swiftly.

With climate change shrinking ice cover around the world, glacial archaeologists need to race the clock to find newly revealed artefacts, preserve them, and study them. If something fragile dries and is windblown it might very soon be lost to science, or an arrow might be exposed and then covered again by the next snow and remain well-preserved. The unpredictability means that glacial archaeologists have to be systematic in their approach to fieldwork.

C Over a nine-year period, a team of archaeologists, which included Lars Pilo of Oppland County Council, Norway, and James Barrett of the McDonald Institute for Archaeological Research, surveyed patches of ice in Oppland, an area of south-central Norway that is home to some of the country's highest mountains. Reindeer once congregated on these icy patches in the later summer months to escape biting insects, and from the late Stone Age**, hunters followed. In addition, trade routes threaded through the mountain passes of Oppland, linking settlements in Norway to the rest of Europe.

The slow but steady movement of glaciers tends to destroy anything at their bases, so the team focused on stationary patches of ice, mostly above 1,400 metres. That

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ice is found amid fields of frost-weathered boulders, fallen rocks, and exposed bedrock that for nine months of the year is buried beneath snow.
'Fieldwork is hard work – hiking with all our equipment, often camping on permafrost – but very rewarding. You're rescuing the archaeology, bringing the melting ice to wider attention, discovering a unique environmental history and really connecting with the natural environment,' says Barrett.

D At the edges of the contracting ice patches, archaeologists found more than 2,000 artefacts, which formed a material record that ran from 4,000 BCE to the beginnings of the Renaissance in the 14th century. Many of the artefacts are associated with hunting. Hunters would have easily misplaced arrows and they often discarded broken bows rather than take them all the way home. Other items could have been used by hunters traversing the high mountain passes of Oppland: all-purpose items like tools, skis, and horse tack.

E Barrett's team radiocarbon-dated 153 of the artefacts and compared those dates to the timing of major environmental changes in the region – such as periods of cooling or warming – and major social and economic shifts – such as the growth of farming settlements and the spread of international trade networks leading up to the Viking Age. They found that some periods had produced lots of artefacts, which indicates that people had been pretty active in the mountains during those times. But there were few or no signs of activity during other periods.

F What was surprising, according to Barrett, was the timing of these periods. Oppland's mountains present daunting terrain and in periods of extreme cold, glaciers could block the higher mountain passes and make travel in the upper reaches of the mountains extremely difficult. Archaeologists assumed people would stick to lower elevations during a time like the Late Antique Little Ice Age, a short period of deeper-than-usual cold from about 536--600 CE. But it turned out that hunters kept regularly venturing into the mountains even when the climate turned cold, based on the amount of stuff they had apparently dropped there.

'Remarkably, though, the finds from the ice may have continued through this period, perhaps suggesting that the importance of mountain hunting increased to supplement failing agricultural harvests in times of low temperatures,' says Barrett. A colder tum in the Scandinavian climate would likely have meant widespread crop failures, so more people would have depended on hunting to make up for those losses.

G Many of the artefacts Barrett's team recovered date from the beginning of the Viking Age, the 700s through to the 900s CE. Trade networks connecting Scandinavia with Europe and the Middle East were expanding around this time. Although we usually think of ships when we think of Scandinavian expansion, these recent discoveries show that plenty of goods travelled on overland routes, like the mountain passes of Opp land. And growing Norwegian towns, along with export markets, would have created a booming demand for hides to fight off the cold, as well as antlers to make useful things like combs. Business must have been good for hunters.

H Norway's mountains are probably still hiding a lot of history- and prehistory- in remote ice patches. When Barrett's team looked at the dates for their sample of

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		153 artefacts, they noticed a gap with almost no artefacts from about 3,800 to 2,200 BCE. In fact, archaeological finds from that period are rare all over Norway. The researchers say that could be because many of those artefacts have already disintegrated or are still frozen in the ice. That means archaeologists could be extracting some of those artefacts from retreating ice in years to come.		
	c)	**(Questions 12-17)** **Reading Passage 2 has eight sections, A-H. Which section contains the following information? Choose the correct letter, A-H.** A B C D E F G H 12. an explanation for weapons being left behind in the mountains 13. a reference to the physical difficulties involved in an archaeological expedition 14. an explanation of why less food may have been available 6 15. a reference to the possibility of future archaeological discoveries 8 - 4 16. examples of items that would have been traded 17. a reference to the pressure archaeologists are under to work quickly 2		3
	d)	**(Questions 18-20)** **Complete the notes below. Write ONE WORD ONLY from the passage in each gap.** Organic materials such as animal skins and textiles are not discovered very often at archaeological sites. They have little protection against (18) ----------, which means that they decay relatively quickly. But this is not always the case. If temperatures are low enough, fragile artefacts can be preserved for thousands of years. A team of archaeologists have been working in the mountains in Oppland in Norway to recover artefacts revealed by shrinking ice cover. In the past, there were trade routes through these mountains and (19) ---------- gathered there in the summer months to avoid being attacked by (20) ---------- on lower ground. The people who used these mountains left things behind and it is those objects that are of interest to archaeologists.		
2		**Grammar**	**7x 1 = 7 Marks**	**CO2**
		Correct the following sentences. i. The builders will be tomorrow here ii. I told Liz to not come on Monday. iii. Did you ask me why was I absent last Friday? iv. Tim speaks the English very well v. The man is born a sinner vi. He repented from his crime. vii. We could not risk to leave him alone.		
3.		**Writing**	**1x 13 = 13 Marks**	**CO3**
		Write an essay about the following topic. **In the future all cars, buses and trucks will be driverless. The only people travelling inside vehicles will be passengers.** **Do you think the advantages of driverless vehicles outweigh the disadvantages?** Give reasons for your answer and include any relevant examples from your own knowledge or experience. **Write at least 250 words.** 3. 71. 21 3		

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