

CORSO DI TRADUZIONE EDITORIALE INGLESE

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Appello I

→ Tradurre il seguente testo, aggiungendo eventuali note a margine se necessario, e inviarlo a CAMILLA.PIERETTI@units.it salvandolo come segue: CognomeNome_AppelloI_2026.docx

Tipologia di testo: Saggistica divulgativa, testo semi-tecnico

Marconi's Radio

Like the invention of the telephone and the light bulb, the history of radio is a minefield of claims and counter-claims. Most historians now agree that Marconi, though he commercialized radio, then known as “wireless telegraphy,” was not its inventor. He built on previous theories and experiments and assembled and improved existing components to create a viable wireless communication system. Hence, though he should not be remembered as the man who invented radio, he was the brilliant entrepreneur who sold it to the world.

How radio helped sink the Titanic

On April 10, 1912 (for the benefit of readers who somehow managed to avoid seeing James Cameron's 1997 blockbuster), the RMS Titanic set sail on her maiden voyage from Southampton, England, bound for New York. Although she was short on lifeboats, she was equipped with all the latest technology, including two Marconi radios that could be counted upon to relay early warnings about the ever-present hazard to shipping in the springtime North Atlantic: icebergs. Acting on information received, the Titanic's captain changed for a more southerly course. Unfortunately, he was steaming directly toward yet more icebergs. During April 14, Titanic's radio operators received several iceberg warnings but because they were Marconi employees, and the company was paid to provide a lucrative wireless telegraph service for the first-class passengers, they did not relay the warnings to the bridge.

At around 11.40 pm, Titanic struck an iceberg, fatally holing her hull. Although radio had failed to avoid the disaster, it could have ensured the timely rescue of the passengers and crew. Although a number of ships received Titanic's “CQD” and the new “SOS” distress calls, none of those responding were close enough to reach her before she sank. The SS Californian was the closest but had stopped for the night because of the ice. She saw the Titanic's distress flairs, but her radio operator was asleep and her transmitter turned off, so she failed to get the distress call or respond. One story goes that Titanic's radio operator had upset the Californian's operator by refusing to take an earlier iceberg warning because he was too busy with passenger traffic. Tragically, instead of saving the Titanic, the radios on board contributed to her sinking with the loss of 1,517 lives.

KEY FEATURE :

C o h e r e r

Early radio receivers used coherers to detect radio waves. Designed by Édouard Branly, the coherer consisted of a glass tube containing metal filings. When a high frequency current passed through the filings they stuck together, or “cohered,” which reduced their electrical resistance. The coherer had to be tapped to separate the filings.