XRA 603
YRA 603
ZRA 603

第一級海上無線通信士
第二級海上無線通信士 「英語」試験問題
第三級海上無線通信士

5問　1時間30分

1. 次の英文を読み、それに続く設問 A-1 から A-5 までに答えなさい。解答は、それぞれの設問に続く選択肢 1 から3までの中から答えとして最も適切なものを一つずつ選び、その番号のマーク欄を塗りつぶしなさい。

Talking on a cell phone behind the wheel is more dangerous than drunk driving, according to the authors of a new study from the University of Utah. Furthermore, it makes no difference whether the telephone is hand-held or used hands-free, researchers claimed at a recent auto safety conference in Park City, Utah.

The conclusions of the research are based on the performance of 41 test subjects*[1] on a driving simulator at the university. Each subject was required to perform a driving test with and without each type of cell phone. They were then asked to repeat the same driving test, but this time with and without a 0.08 percent alcohol level – the legal limit in most states – instead of a cell phone.

"Cell phone conversation affects a driver's ability to concentrate," said David Strayer of the university's psychology department, one of the study's three authors. "We found a 50 percent reduction in the ability to process*[2] visual information when you're driving and talking on a cell phone."

The National Highway Traffic Safety Administration*[3] estimates driver distraction*[4] is a significant factor in 20–30 percent of the 6 million car crashes each year. It has no estimate for the number of accidents involving cell phones, but a study by Harvard University, based on mathematical models, estimated that 2,600 auto crash deaths a year could be caused by cell phones. According to the safety agency, as many as 17,419 people died last year in alcohol-related crashes.

Spokeswoman Kimberly Kuo of the Cellular Telecommunications and Internet Association, a trade group*[5] based in Washington D.C., uses such numbers to argue against the Utah study's conclusion that cell phones are more dangerous than drunk driving.

＜注＞ *[1] test subjects　**被験者**　　*[2] process　**処理する**　　*[3] National Highway Traffic Safety Administration　**高速道路交通安全局**　　*[4] distraction　**注意散漫**　*[5] trade group　**業界団体**

（設問）

A-1 What is the conclusion of the study from the University of Utah?

1. Using a cell phone while driving is more dangerous than drunk driving.
2. Hands-free cell phones are safer than hand-held cell phones.
3. Driving after drinking alcohol is the biggest danger to auto safety.

A-2 How did the researchers from the University of Utah compare the dangers of driving while using a cell phone and after drinking alcohol?

1. People were asked to drive on 41 separate multi-lane highways.
2. 41 people were asked to speak on a cell phone with an alcohol level of 0.08 percent.
3. 41 people were asked to use a driving simulator and their performance was tested.

A-3 What does one of the authors of the University of Utah study say about cell phones?

1. The amount of visual information on cell phones should be reduced by 50%.
2. Drivers cannot concentrate properly when using a cell phone.
3. Conversations are 50 percent shorter when drivers are talking on a cell phone.

A-4 What is the conclusion of the Harvard University study?

1. Cell phones cause about 6 million car crashes each year.
2. Cell phones may cause 2,600 deaths a year.
3. Cell phones caused 17,419 deaths in alcohol-related crashes.

A-5 What does the Cellular Telecommunications and Internet Association say about the Utah study?

1. It agrees that cell phones are more dangerous than alcohol for drivers.
2. It claims that far more people die from alcohol-related accidents than those involving cell phones.
3. It disagrees with the numbers of a trade group that is based in Washington D.C.

2. 次の英文 A-6 から A-9 までは、全世界的な海上遭難安全制度に関する国際文書の規定に沿って述べたものである。この英文を読み、それに続く設問に答えなさい。解答は、それぞれの設問に続く選択肢 1 から 3 までの中から、答えとして最も適切なものを一つ選び、その番号のマーク欄を塗りつぶしなさい。

A-6 Ship-to-shore distress alerts are used to alert rescue coordination centers via coast stations or coast earth stations that a ship is in distress. These alerts are based on the use of transmissions via satellites and terrestrial services.

(設問) What is the purpose of a ship-to-shore distress alert?

1. For ships to alert coast earth stations via coast stations.
2. To alert rescue coordination centers that a ship is in distress.
3. A ship-to-shore distress alert is based on the use of transmissions via satellites and terrestrial services.

A-7 Ship-to-ship distress alerts are used to alert other ships in the vicinity of the ship in distress and are based on the use of digital selective calling in the VHF and MF bands.

(設問) What are ship-to-ship distress alerts used for?

1. They are used for digital selective calling in the VHF and MF bands.
2. They are used in the vicinity of other ships in distress.
3. They are used to alert other ships near to a ship in distress.

A-8 The distress alert relay shall contain the identification of the mobile unit in distress, its position and all other information which might facilitate rescue.

(設問) What are the most important contents of a distress alert relay?

1. The distress alert relay should include the identification of a rescue unit.
2. It should identify the unit in distress and its position as well as other information that could help with the rescue.
3. The most important contents of a distress alert relay should facilitate the sending of the position of the unit in distress.

A-9 In areas where reliable communications with one or more coast stations are practicable, ship stations in receipt of a distress alert should defer* acknowledgement for a short interval so that receipt may be acknowledged by a coast station.

＜注＞ *defer　**遅らせる**

(設問) What should ship stations do when they receive a distress alert?

1. Ship stations should practice reliable communications with coast stations, if it is possible to communicate with one or more coast stations.
2. They should wait a short time before acknowledging the distress alert, if it is possible to communicate reliably with one or more coast stations.
3. Receipts of all acknowledgements from coast stations should be kept by the ship station, if it is possible to communicate reliably with one or more coast stations.

3. 次の設問B-1の日本文に対応する英訳文の空欄（ア）から（オ）までに入る最も適切な語句を、その設問に続く選択肢１から10までの中からそれぞれ一つずつ選びなさい。 解答は、選んだ選択肢の番号のマーク欄を塗りつぶしなさい。

（設問）

B-1　科学者達は、地震発生40秒ほど前に注意を与えることが出来るであろう早期警報システムを開発している。

Scientists are **（　ア　）** an early warning system **（　イ　）** could **（　ウ　）** 40 seconds **（　エ　）** before an earthquake **（　オ　）**.

1. pay attention
2. causes
3. developing
4. discovering
5. be informed
6. it
7. notice
8. provide
9. strikes
10. that

4. 次の設問B-2の日本文に対応する英訳文の空欄（ア）から（オ）までに入る最も適切な語句を、その設問に続く選択肢１から10までの中からそれぞれ一つずつ選びなさい。解答は、選んだ選択肢の番号のマーク欄を塗りつぶしなさい。

（設問）

B-2　乗客５名を乗せた飛行機が、金華山の南東10マイルのあたりに不時着した模様である。その海域の船は、直ちに同航空機の捜索を開始されたい。

An aircraft with five passengers aboard **（　ア　）** to have **（　イ　）** a forced landing about 10 miles southeast of Kinkazan. Any ships in the area are **（　ウ　）** to **（　エ　）（　オ　）** the plane immediately.

1. begin
2. beginning
3. crashed down
4. made
5. requested
6. requiring
7. search
8. searching for
9. seems
10. thinks

5. 次の設問B-3の日本文に対応する英訳文の空欄（ア）から（オ）までに入る最も適切な語句を、その設問に続く選択肢１から10までの中からそれぞれ一つずつ選びなさい。 解答は、選んだ選択肢の番号のマーク欄を塗りつぶしなさい。

（設問）

B-3　局は、遭難及び安全のために付録Ｓ15号に定めるいずれかの周波数で遭難以外の目的で伝送する前に、実行可能な場合には、遭難の伝送が行われていないことを確かめるため、関係の周波数で聴取する。

Before transmitting for **（　ア　）** than distress purposes on **（　イ　）** the frequencies identified in Appendix S15 for distress and safety, a station shall, where practicable, listen on the frequency concerned to **（　ウ　）（　エ　）** that no distress transmission is **（　オ　）**.

1. any of
2. being sent
3. certainly
4. confirming
5. except
6. make
7. other
8. sending
9. sure
10. using all frequencies in

（XRA, YRA, ZRA 603-3）