

XRA 009  
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ZRA 009

第一級海上無線通信士  
第二級海上無線通信士  
第三級海上無線通信士

「英語」試験問題

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。

The world's first commercial ship pulled by a giant high-tech kite was launched on Saturday. The kite is designed to aid the ship's engines in order to slash fuel consumption and cut greenhouse gas emissions. The MV Beluga SkySails was launched in a ceremony at the northern German port of Hamburg. Its maiden voyage will take it across the Atlantic to Venezuela.

The ship is pulled by a huge kite that can catch strong winds up to 300 meters above the surface of the ocean. The \$725,600 "SkySails" system is projected to cut fuel costs by about 20 percent – or about \$1,600 per day. Designers of the kite say it will also reduce carbon dioxide output. "Playing a role in reducing emissions is important for us," said Niels Stolberg, the chief executive of the company operating the ship. Stolberg told a news conference, "It's important to look at the commercial side of this but also the carbon dioxide aspect. In a few years, shipping companies will have to cut emissions or pay a price." Stolberg, who plans soon to install the system on two more vessels twice as large as the MV Beluga SkySails, said the fuel savings will cover the costs of the investment within the next three to five years.

The "SkySails" system can use powerful offshore winds between 100 and 300 meters above the sea with the help of advanced technology. Although the new system has many advantages, it would be useless in head-on winds and would not benefit ships travelling above 16 knots. More than 450 people crowded into the harbor and onto the ship on a freezing afternoon to witness the launching. The highlight of the ceremony was when the giant white sail unfolded above the deck in a gentle breeze.

<注> slash ~を大幅に切り詰める carbon dioxide 二酸化炭素

(設問)

**A-1** What does the article say about the ship's first voyage?

1. The voyage was a great success, cutting fuel costs and carbon dioxide output.
2. The ship is scheduled to sail from Germany to South America.
3. It was the first time that a commercial merchant ship was launched on a Saturday.

**A-2** How will using the high-tech kite affect the fuel costs of the shipping companies?

1. It will cost shipping companies an average of \$1,600 to use the system.
2. The system will save fuel costs in the long term.
3. Although the system is good for the environment, it is 20 percent more expensive than other systems.

**A-3** What does the chief executive of the shipping company say is likely to happen in the future?

1. Shipping companies will need to use bigger vessels to cut costs.
2. In the future, companies must look more at the commercial side of their business.
3. Companies will have to consider the environmental effects of their business.

**A-4** How was the weather on the day the ship was launched?

1. The weather was fine and a large crowd gathered to witness the event.
2. It was an especially windy day.
3. The ship was launched on a very cold day.

**A-5** Which ships are unlikely to use the "SkySails" system?

1. Ships that have very high fuel costs.
2. Ships that need to sail long distances.
3. Ships that need to travel at high speeds.

2. 次の英文 A-6 から A-9 までは、無線通信規則に定める「海上における遭難及び安全に関する世界的な制度」の規定の趣旨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ずつ選び、その番号のマーク欄を塗りつぶしなさい。

**A-6** When an urgency message which calls for action by the stations receiving the message has been transmitted, the station responsible for its transmission shall cancel it as soon as it knows that action is no longer necessary.

(設問) How should urgency messages be canceled when action is no longer required?

1. As soon as it knows that action is no longer necessary, the station that received the message must cancel it.
2. After the necessary action has been taken, the station that sent the message is responsible for canceling it.
3. If action is no longer necessary, any station may decide to cancel the urgency message.

**A-7** Ship stations, where so equipped, shall, while at sea, maintain an automatic digital selective calling watch on the appropriate distress and safety calling frequencies in the frequency bands in which they are operating.

(設問) In which situations should suitably equipped ship stations maintain an automatic digital selective calling watch on distress and safety frequencies?

1. Ships with the appropriate equipment need only to maintain a watch while they are in port.
2. Ships that have automatic digital selective calling equipment must maintain a watch only while they are at sea.
3. Ship stations that possess the required equipment should maintain a watch whether they are at sea or in port.

**A-8** Ship stations operating in areas where reliable communications with a coast station are not practicable which receive a distress alert from a ship station which is, beyond doubt, in their vicinity, shall, as soon as possible and if appropriately equipped, acknowledge receipt and inform a rescue coordination center through a coast station or coast earth station.

<注> vicinity 付近

(設問) In cases where it is not possible to communicate reliably with a coast station, what should a ship station do if it receives a distress alert from another ship in its vicinity?

1. The ship station must reply to the distress alert and give the necessary information to a rescue coordination center at the earliest opportunity.
2. The ship station must go to the assistance of the ship in distress as soon as possible.
3. The ship station in receipt of the distress call should confirm the information with both a coast station and a coast earth station.

**A-9** Until they receive the message indicating that normal working may be resumed, all stations which are aware of the distress traffic, and which are not taking part in it, and which are not in distress, are forbidden to transmit on the frequencies in which the distress traffic is taking place.

(設問) When are stations not directly concerned with the distress traffic allowed to transmit on the frequencies in which that traffic is taking place?

1. All stations may operate on those frequencies if they become aware of distress traffic in their area.
2. All stations are permitted to resume transmissions on distress frequencies during normal working hours.
3. All stations must wait for a message informing them that it is possible to start normal operation again.

3. 次の設問B-1の日本語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 太平洋西部で発生する台風は、夏から秋にかけてしばしば日本列島に上陸し、大きな被害をもたらしている。人はいつか台風の進路を変えることができるのだろうか。

Typhoons which ( ア ) in the western Pacific ( イ ) visit the Japanese archipelago in the summer and autumn and can cause ( ウ ) damage. I wonder ( エ ) someday people might be ( オ ) to change the course of typhoons.

- |            |              |             |
|------------|--------------|-------------|
| 1. able    | 2. about     | 3. always   |
| 4. create  | 5. expansive | 6. form     |
| 7. if      | 8. often     | 9. possible |
| 10. severe |              |             |

4. 次の設問B-2の日本語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 幾人かの日本人を含む観光客313名の乗った観光船が、木曜日の午後ギリシャの首都アテネ沖で座礁した。アテネ近くのピレウス港から出港したこの船は、エーゲ海諸島を巡るクルーズの途中であった。幸いなことに、けが人はいなかった。

A sightseeing cruise ship ( ア ) 313 tourists on board, ( イ ) several Japanese, ran aground off Athens, the capital of Greece, on Thursday afternoon. The ship had ( ウ ) the port of Piraeus near Athens and was ( エ ) visit the islands of the Aegean Sea. Fortunately no one ( オ ).

- |                    |                |                  |
|--------------------|----------------|------------------|
| 1. anchored        | 2. at          | 3. excluding     |
| 4. including       | 5. left        | 6. on its way to |
| 7. on the way from | 8. was injured | 9. was wounded   |
| 10. with           |                |                  |

5. 次の設問B-3の日本語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 遭難通信は、遭難船舶が要請する即時の救助に関するすべての通報からなる。遭難通信は、できる限り第31条に定める周波数で行う。

Distress traffic ( ア ) all messages ( イ ) to the ( ウ ) assistance required by the ship in distress. The distress traffic shall as far as ( エ ) be on the frequencies contained ( オ ) Article 31.

- |               |                |                  |
|---------------|----------------|------------------|
| 1. by         | 2. consists of | 3. consists with |
| 4. delay      | 5. immediate   | 6. in            |
| 7. neglecting | 8. possible    | 9. possibly      |
| 10. relating  |                |                  |