

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。

It survived countless storms while taking crews across uncharted oceans in search of whales whose oil lit the world. The Charles W. Morgan is the world's last surviving wooden whaling ship and America's oldest merchant ship. It is hitting the water again after a nearly \$7 million, five-year restoration project at Mystic Seaport.

The ship, a National Historic Landmark, made 37 voyages over 80 years starting in 1841 across every ocean in the world from the heyday to the waning days of whaling. It developed a reputation early on as a lucky ship, escaping the fate of other ships destroyed by storms. One of its crews was stranded in Russia after their boat was dragged by a whale and they lost the Morgan. When they got back to San Francisco, the crew members — who were presumed dead — got to read their own obituaries.

The Morgan was among some 2,700 ships that hunted for whales for 200 years. Oil from whales and profits from the industry played a crucial role in the early American economy and helped fuel the Industrial Revolution.

Mystic acquired the ship in 1941, and since then 20 million museum visitors have stepped foot on it. The vessel has been restored before but nothing as extensive as the latest project, which involved 34 full-time workers and others. The ship was hauled out of the water in 2008 and stabilized.

Thousands of digital images were taken and high-tech laser scanning created a 3-D model of the vessel. However, one of the biggest challenges was finding wood for such an old ship that would replicate the material it was built with in 1841. Restorers were able to get large old oaks destroyed by hurricanes, including Katrina in 2005. The restoration was able to keep 15 to 18 percent of the original wood. The rest is from the latest restoration and earlier efforts. The shipyard director hailed the level of cooperation that made the project possible, noting that property owners along the Gulf Coast provided the wood despite coping with the devastation from the storm.

<注> National Historic Landmark アメリカ合衆国国定歴史建造物 heyday 最盛期 wane 衰退する obituary 死亡記事
haul 引き上げる stabilize 固定する Katrina ハリケーンの名前の一つ the Gulf Coast メキシコ湾岸
devastation 破壊

(設問)

A-1 According to the article, what was one of the main purposes of American whaling?

1. Whale oil was widely used for lighting purposes.
2. Whale meat was widely eaten around the world.
3. American whaling ships were necessary for historical restoration projects.

A-2 What does the article say about the American whaling industry?

1. It is still successful even now.
2. The eighteenth century was the high point for it.
3. It was an important part of the early American economy.

A-3 What happened to the crew who lost the Morgan in Russia?

1. All crew members were killed in an attack by whales.
2. The crew returned safely to San Francisco, where they read of their own deaths.
3. Nobody knows what happened to the crew after the ship was hit by a storm.

A-4 What does the article suggest was the main use of the ship after Mystic acquired it?

1. The ship soon became a popular museum, attracting many visitors.
2. The Charles W. Morgan was often used as a leisure vessel.
3. The ship had been taken on land for extensive repairs in 1941 but finally returned to the water in 2008.

A-5 What was one of the biggest challenges for restorers of the ship?

1. The work of the restorers was destroyed by hurricanes.
2. It was difficult to find wood similar to that used in the original construction of the ship.
3. Local property owners refused to cooperate in the efforts to restore the Charles W. Morgan.

2. 次の英文 A-6 から A-9 までは、海上移動業務に関する国際文書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 Test transmissions on any of the distress and safety frequencies shall be kept to a minimum and, wherever practicable, be carried out on artificial antennas or with reduced power.

<注> wherever practicable 実行可能な場合には artificial antenna 疑似アンテナ

(設問) How should test transmissions using distress and safety frequencies be performed?

1. Such transmissions must be performed as often as possible but never use full power.
2. Such transmissions must not be carried out too frequently and, if possible, should use neither the real antenna nor full power.
3. Such transmissions must be kept to a maximum, and, wherever practicable, an artificial antenna at maximum power should be used.

A-7 VHF channel 16 watch should be kept while at sea for bridge-to-bridge communications. The frequency 156.650 MHz (channel 13) is also used for ship-to-ship communications relating to the safety of navigation and the safe movement of ships.

(設問) When should a vessel monitor VHF channel 16?

1. A vessel at sea should monitor VHF channel 16 for communications relating to the sea conditions.
2. VHF channel 16 should be monitored for shore-to-shore communications while the vessel is at sea.
3. A watch on VHF channel 16 should be maintained for bridge-to-bridge communications while the vessel is at sea.

A-8 The radio operator designated to handle general communications should ensure that an effective watch is maintained on those frequencies on which communications are likely to be exchanged, having regard to the position of the ship in relation to those coast stations and to coast earth stations from which traffic may be expected.

(設問) Which of the following is the responsibility of the radio operator designated to handle general communications?

1. The designated radio operator is not expected to direct communication to coast earth stations.
2. The designated radio operator need not pay any attention to the position of the ship.
3. The designated radio operator should pay attention to the frequencies on which communication will probably take place.

A-9 The GMDSS includes a ship-to-ship component using VHF radio with digital selective-calling (DSC) but for distress alerting it is fundamentally a ship-to-shore system. Ships carry equipment which enables them to transmit ship-to-shore distress alerts.

<注> GMDSS: Global Maritime Distress and Safety System

(設問) In the case of a distress situation, which of the following best describes the GMDSS?

1. It is basically a system that transmits alerts ship-to-shore.
2. It is basically a ship-to-ship system using VHF radio with digital selective-calling.
3. It is fundamentally a ship-to-shore system used to enable ships to carry equipment.

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 アメリカやヨーロッパの人々の間で、豆腐、寿司などの日本食が今、受けていると聞いていたが、伝統的の日本料理である和食がユネスコの無形文化遺産のリストに加えられたというニュースは、大変うれしかった。ニュースによれば、和食を通して自然を尊重する日本の精神的伝統がユネスコによって評価されたとのことである。

I had heard that Japanese food like tofu and sushi was now (ア) among people in America and Europe and was very pleased (イ) hear the news that Washoku, (ウ) Japanese cuisine, had been (エ) to UNESCO's Intangible Cultural Heritage list. The news report said that UNESCO valued Japan's spiritual tradition of respecting nature (オ) Washoku.

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|-----------|----------------|----------------|
| 1. added | 2. fundamental | 3. included |
| 4. of | 5. over | 6. popular |
| 7. steady | 8. through | 9. traditional |
| 10. to | | |

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 新聞の報道によれば、国内の海運会社が液化天然ガス(LNG)の需要の増加をにらみ、LNG輸送船の大幅な増強に踏み切るとのことだ。このことは、受注の減少に苦慮している日本の造船会社にとって追い風となるであろう。

According to the newspapers, (ア) shipping companies (イ) on a big expansion of Liquid Natural Gas (LNG) tankers in response to the rising (ウ) for LNG. This should provide a (エ) wind for Japanese shipbuilders who have been struggling with (オ) orders.

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| 1. declining | 2. demand | 3. domestic |
| 4. following | 5. have considered | 6. have decided |
| 7. industrial | 8. reduction | 9. supply |
| 10. trade | | |

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 遭難している局、又は遭難通信を管理している局は、その空域内のすべての移動業務の局に対して、又は遭難通信に混信を与えるいかなる局に対しても、沈黙を課すことができる。

The station in distress, or the station in (ア) of distress traffic, shall be permitted to (イ) silence, either on all stations of the mobile (ウ) in the area (エ) on any station which interferes (オ) the distress traffic.

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|------------|------------|-----------|
| 1. care | 2. control | 3. impose |
| 4. in | 5. nor | 6. or |
| 7. propose | 8. service | 9. task |
| 10. with | | |