

1. 次の英文を読み、A-1 から A-5 までの設問に答えなさい。解答は、それぞれの設問に対応する選択肢の 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、解答紙のその番号のマーク欄を塗りつぶしなさい。

A Japanese tanker is believed to have spilled about 45,000 tons of oil into the Indian Ocean after colliding with a freighter.

The accident may be the largest oil spill ever involving a Japanese tanker, but it is unlikely to damage coastlines as the spilled oil is light oil and three-fourths of it can be expected to evaporate over the next several days. The remaining oil should sink to the seabed within a week, the tanker's operator said.

The collision occurred at around 3 p.m. as the tanker approached the freighter, which had caught fire, to offer to rescue its crew. It happened some 530 km west of Great Nicobar Island, an Indian territory. The weather was fair but the sea was rough at the time, the operator said.

Oil spilled from two tanks after the collision had left a hole of about five meters by one meter on its starboard side. The tanker said the collision had caused no injuries and its own ability to navigate had not been damaged.

The tanker had taken on 250,000 tons of oil in Oman and Saudi Arabia and was heading for the port of Chiba.

- (注) spill こぼす、流出 freighter 貨物船 involving かかわる evaporate 蒸発する
five meters by one meter 縦5メートル横1メートル
starboard side 右舷(船尾から船首方向を見たときの船の右側部分)

(設問)

A-1 Why may the coastlines stay clean this time?

1. Because the oil is likely to evaporate or sink soon.
2. Because the oil is likely to evaporate soon after it sinks.
3. Because the oil is likely to drift and reach the coast soon.

A-2 How much oil will sink to the seabed?

1. Almost all of the spilled oil will probably sink.
2. More than half of the spilled oil will probably sink.
3. One-fourth of the spilled oil will probably sink.

A-3 Which ship was intending to rescue the other ship's crew?

1. The tanker.
2. The freighter.
3. Both the tanker and the freighter.

A-4 Was the tanker still able to sail under its own power after the collision?

1. Yes, but only for a while.
2. Yes, it could.
3. No, the ship couldn't sail because of the hole.

A-5 Which of the following sentences is true?

1. The tanker is believed to have spilled all of its oil.
2. The tanker is believed to have spilled some of its oil.
3. The tanker is believed to have spilled none of its oil.

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、それぞれの設問に対応する選択肢の 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、解答紙のその番号のマーク欄を塗りつぶしなさい。

A-6 The energy radiated by receiving apparatus shall be reduced to the lowest practical value and shall not cause harmful interference to other stations.

(設問) Is receiving apparatus allowed to radiate unlimited amounts of energy?

1. Yes, but only if it does not cause interference.
2. Yes, that is not a problem.
3. No, it is not.

A-7 Ship stations and ship earth stations other than survival craft stations shall be provided with the documents enumerated in the appropriate section of Appendix 16.

(注) enumerated 列挙する

(設問) Which of the following stations must be provided with the documents enumerated in the section?

1. All ship stations and ship earth stations except survival craft stations.
2. Ship stations, ship earth stations and survival craft stations.
3. Survival craft stations.

A-8 The frequency 156.3 MHz may be used by stations on board aircraft for safety purposes. It may also be used for communication between ship stations and stations on board aircraft engaged in coordinated search and rescue operations.

(注) engaged in ---に従事する

(設問) May stations on board aircraft use 156.3 MHz for communication?

1. Yes, if the aircraft is flying safely.
2. Yes, if the aircraft is not carrying dangerous cargo.
3. Yes, the aircraft station is allowed to use the frequency in certain cases.

A-9 All ship stations equipped with narrow-band direct-printing telegraph apparatus to work in the authorized bands between 1,606.5 kHz and 4,000 kHz shall be able to send and receive class F1B or J2B emissions on at least two working frequencies.

(注) narrow-band direct-printing telegraph apparatus 狭帯域直接印刷電信装置

(設問) On how many working frequencies must these ship stations be able to send and receive class F1B or J2B emissions in the bands?

1. One or more.
2. Two or more.
3. Three or more.

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の 1 から 9 までの中からそれぞれ一つずつ選び、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 日本語で黒潮と呼ばれる海流は、日本列島の太平洋岸に沿って北東に向かって流れている。同海流は暖流であり、高い塩分を含んでいる。

The current (ア) the Kuroshio in Japanese (イ) northeast (ウ) the Pacific coast of the Japanese islands. It is (エ) current and (オ) a high salt content.

- | | | | | |
|----------|-----------|-----------------|--------------|----------|
| 1. along | 2. a warm | 3. called | 4. calling | 5. flows |
| 6. has | 7. is | 8. side by side | 9. warmed by | |

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の 1 から 9 までの中からそれぞれ一つずつ選び、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。ただし、同じ記号の空欄には、同じ語句が入るものとする。

（設問）

- B-2 本船は、エンジンが故障したため航行できません。機関士がエンジンの修理をしようとしています。故障の修理にどれ位の時間がかかるか分かりません。

My ship cannot sail (ア) to engine trouble. Our engineer (イ) to (ウ) the engine. It's not clear how (エ) it will (オ) to (ウ) the engine.

- | | | | | |
|--------------|-----------|--------------|-----------|---------------|
| 1. because | 2. due | 3. is trying | 4. long | 5. many times |
| 6. necessary | 7. repair | 8. take | 9. trying | |

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の 1 から 9 までの中からそれぞれ一つずつ選び、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。なお、選択肢は、文頭にくるものも小文字で記してある。

（設問）

- B-3 遭難呼出し及び遭難通信の受信を容易にするため、156.8 MHz によるすべての伝送は、最小限に保たなければならない、かつ、1 分間を超えてはならない。

(ア) facilitate the reception (イ) distress calls and distress traffic, all transmissions on 156.8 MHz shall be (ウ) to a (エ) and shall (オ) exceed one minute.

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|-------------|----------|---------|------------|--------|
| 1. in order | 2. keeps | 3. kept | 4. minimum | 5. not |
| 6. of | 7. to | 8. with | 9. without | |