

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。

A bird was recently found to have flown 11,500 kilometers nonstop. This remarkable bird did not even take a break for food or drink on its way from Alaska to New Zealand. Along the way, the bird slept by shutting down one side of its brain at a time and burned up the huge stores of fat—more than 50 percent of its body weight—that it had piled on in Alaska. According to scientists who tracked the flight, it is the longest nonstop bird flight that has ever been measured.

The bird, a bar-tailed godwit, completed its incredible journey in nine days. The flight was documented during a recent study of godwit migration. The study was conducted by the U.S. Geological Survey and Point Reyes Bird Observatory (PRBO), a California-based wildlife conservation and research non-profit organization. The recent research not only shows the strength and stamina of these birds, but also confirms that godwits make the southbound trip directly across the vast Pacific Ocean rather than along the East Asian coast. Around 70,000 godwits make the journey from their northern summer breeding grounds in Alaska down to New Zealand each September. The following March, they then make the flight in the opposite direction.

However, despite the birds' great determination and staying power, scientists fear for the godwits' future. The number of birds successfully reaching New Zealand each year has fallen sharply, they said, from around 155,000 ten years ago to just 70,000 today.

<注> godwit (鳥類)オグロシギ Point Reyes Bird Observatory アメリカ西海岸の野生動物研究団体

(設問)

- A-1** What was so special about this godwit's flight?
1. This was the first time a bird had ever flown from Alaska to New Zealand.
 2. This was the longest nonstop bird flight that scientists had ever been able to record.
 3. This was the fastest ever flight by a bird from New Zealand to Alaska.
- A-2** What is the main energy source for the godwits' long flight from Alaska to New Zealand?
1. It is their body fat.
 2. They stop for food and drink along the way.
 3. They make use of powerful air currents.
- A-3** How often do the godwits make the flight from Alaska?
1. They only attempt this flight once in their lives.
 2. They fly between Alaska and New Zealand every year.
 3. They make the flight from Alaska to New Zealand every March.
- A-4** Which route do the birds take on their way to New Zealand?
1. The birds fly directly across the Pacific Ocean.
 2. The birds fly along the coast of East Asia.
 3. The birds first fly north from Alaska.
- A-5** What has happened to the godwits in recent years?
1. The number of godwits has been slowly increasing.
 2. Many godwits are now staying in Alaska and not flying to New Zealand.
 3. Fewer godwits now complete the southward migration.

2. 次の英文 **A-6** から **A-9** までは、海上移動業務で守らなければならない事項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 Every radio installation in a ship shall be so located that no harmful interference of mechanical, electrical or other origin from other equipment and systems in the ship affects its proper use.

(設問) Where shall each radio installation in a ship be located?

1. A location that is free from harmful interference from other equipment or systems of the ship.
2. A location that is free from harmful interference from other equipment or systems of other ships.
3. A location that produces no harmful interference to other equipment or the systems of other ships.

A-7 All ship stations equipped with digital selective calling apparatus to work in the authorized bands between 1606.5 kHz and 4000 kHz shall be able to send and receive class F1B or J2B emissions on the frequency 2187.5 kHz.

(設問) What must these ship stations be capable of doing on the frequency 2187.5 kHz?

1. They must be capable of using class F1B or J2B emissions on all frequencies.
2. They must have the capacity to send and receive class F1B or J2B emissions on this frequency.
3. They must not send or receive class F1B or J2B emissions on this frequency.

A-8 Changes of frequency in the sending and receiving apparatus of any ship station shall be capable of being made as soon as possible.

(設問) What must a ship station be able to do?

1. Change sending and receiving frequencies sooner or later.
2. Change sending and receiving frequencies very quickly.
3. Change sending and receiving frequencies immediately.

A-9 In passenger ships, information on the ship's position shall be continuously and automatically provided to all relevant radiocommunication equipment to be included in the initial distress alert when the button or buttons on the distress panel is pressed.

(設問) What kind of information shall be continuously and automatically provided to all relevant radiocommunication equipment in passenger ships?

1. The initial distress alert, including relevant information on the urgency message.
2. All information that includes the ship's position, weather information and distress message.
3. Information about the position of a ship for inclusion in the initial distress alert.

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 9 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** 寒い季節になると、犬にジャケットを着せている人をしばしば見かける。多くの人々にとっては微笑ましい光景かもしれないが、もし犬がしゃべれたらなんと言うのだろうか。

We often see people (ア) their dogs (イ) jackets when (ウ) is cold. A lot of people probably smile (エ) that but I wonder what the dogs would say (オ) they could speak.

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|---|----|---|---------|---|------|---|------|---|------|
| 1 | as | 2 | at | 3 | if | 4 | it | 5 | make |
| 6 | of | 7 | perform | 8 | take | 9 | wear | | |

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 9 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** わたし達はシンガポールからの途中、北西の強い風と時化^{しげ}に遭い横浜には予定時刻より 6 時間以上も遅れて到着した。幸いなことに本船にも積荷にも損害はなかった。

We arrived at Yokohama more than 6 hours (ア) schedule (イ) the north-westerly gales and rough seas that we (ウ) en route (エ) Singapore. We are (オ) to have suffered no damage to the vessel or cargo.

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|---|------|---|-----------|---|----------|---|--------|---|-------------|
| 1 | as | 2 | as to | 3 | behind | 4 | due to | 5 | encountered |
| 6 | from | 7 | fortunate | 8 | happened | 9 | to | | |

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 9 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** 国際遭難信号を人間が遭難していることを示す目的以外の目的に使用すること及び国際遭難信号と混同されることのある信号を使用することは禁止されている。

The use of an international distress signal, (ア) the purpose of indicating that a person or persons are (イ) distress, and the use of any signal (ウ) may be confused (エ) an international distress signal, are (オ).

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|---|------------|---|------|---|------------|---|------|---|---------|
| 1 | as to | 2 | at | 3 | except for | 4 | in | 5 | limited |
| 6 | prohibited | 7 | when | 8 | which | 9 | with | | |