

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 ship was buried as junk two centuries ago, probably as landfill to expand a bustling little island of commerce called Manhattan. However, when it re-emerged this week, it was surrounded by skyscrapers. A 10-meter piece of the vessel was found in soil 6 meters under street level, amid noisy bulldozers excavating a parking garage for the future World Trade Center. Near the site of so many grim finds - Sept. 11 victims' remains, twisted steel - this discovery was as unexpected as it was thrilling.

"A ship is the summit of what you might find under the World Trade Center - it's exciting!" said Molly McDonald, an archaeologist who first spotted two pieces from the frame of the ship in the muddy soil. McDonald and archaeologist A. Michael Pappalardo made the discovery on Tuesday at about 6:15 a.m. local time just as they started their work observing construction in the pit at the southern edge of ground zero.

The vessel's age will be estimated after the two pieces that first popped up are tested in a laboratory. Also unknown is what kind of wood was used to build the ship. A 45-kg iron anchor was found a few yards from the hull, possibly from the old vessel. There were also traces of human life nearby - "pieces of shoes all over," said McDonald, who had no idea how they got there.

Historians say the ship, believed to date to the 1700s, was no longer in service by the time it was used around 1810 to extend the shores of Lower Manhattan. The ship likely got there because of the effort to extend Lower Manhattan into the Hudson River in the 1700s and 1800s using landfill. The ship discovered Tuesday was weighted down and sunk to the bottom of the river, as support for new city piers in a part of Manhattan tied to global commerce and trade. A similar find emerged in 1982, when archaeologists found an 18th-century cargo ship on Water Street.

The remains of the latest discovery will be removed in the coming days, but the timber is so delicate it's unclear how much of it will remain intact. According to McDonald, the surrounding water has been protecting the wood for centuries.

<注> landfill ごみの埋め立て地 bustling 活気のある excavate (土砂などを)掘り出す

(設問)

- A-1** Where was the ship found?
1. Under the ground at the site of the old and future World Trade Center buildings.
  2. Near a small island next to Manhattan.
  3. Under the sea close to the shores of Lower Manhattan.
- A-2** What does Molly McDonald say about the shoes that were found at the site?
1. She claims that the shoes probably belonged to passengers on the ship.
  2. She has no explanation of why the shoes were there.
  3. She says that the shoes will be tested in a laboratory.
- A-3** Which of the following statements is NOT true?
1. The archaeologists found the remains of the ship at the start of their working day.
  2. Another similar ship was found nearby almost thirty years ago.
  3. The archaeologists expected to find the remains of a ship in that area.
- A-4** How do historians think that the ship got there?
1. They believe it probably sank in bad weather.
  2. They think the ship may have been used as landfill in the construction of Manhattan.
  3. It got stuck in mud sailing along the Hudson River.
- A-5** What is a major concern for the archaeologists who are trying to move the ship?
1. The surrounding water is bad for the timber.
  2. The wood from the ship is very fragile and therefore difficult to move.
  3. The time they have to move the ship is very limited.

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 distress traffic has ceased on frequencies which have been used for distress traffic, the station controlling the search and rescue operation shall initiate a message for transmission on these frequencies indicating that distress traffic has finished.

(設問) When the distress traffic has ended, what must the station controlling the search and rescue operation do?

1. A new frequency for distress traffic should be initiated by the station controlling the search and rescue operation.
2. When distress traffic has ceased, all search and rescue operations must end.
3. The station controlling the search and rescue operation must transmit a message on these frequencies to announce the end of the distress traffic.

**A-7** When an urgency announcement or call and message was transmitted to more than one station and action is no longer required, an urgency cancellation should be sent by the station responsible for its transmission.

(設問) Who is responsible for canceling urgency announcements once action is no longer required?

1. The station receiving an urgency message is responsible for canceling that message.
2. An urgency message must be canceled as soon as it has been received by a station.
3. Transmitting stations are responsible for canceling any urgency messages that they send.

**A-8** On receiving a distress alert, the radio operator on watch should alert the master and, if appropriate, the radio operator designated as having primary responsibility for radiocommunications during distress incidents.

(設問) What must a radio operator on watch do when he or she receives a distress alert?

1. The first responsibility of a radio operator on watch is to contact the radio operator in charge of distress radiocommunications and sometimes the master during distress incidents.
2. The radio operator on watch should always inform the master and sometimes also the radio operator responsible for such communications upon receiving a distress alert.
3. The radio operator on watch should designate an operator and sometimes the master to have primary responsibility for distress incidents.

**A-9** Every passenger ship shall be provided with means for two-way on-scene radiocommunications for search and rescue purposes using the aeronautical frequencies 121.5 MHz and 123.1 MHz from the position from which the ship is normally navigated.

<注> two-way on-scene radiocommunications 双方向無線通信

(設問) Why is two-way on-scene radiocommunications apparatus required for every passenger ship?

1. It is necessary for navigation.
2. Passenger ships require it for search and rescue purposes.
3. Such apparatus is essential for the safety of passengers on board the ship.

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 今、人々は環境破壊について心配している。実際、私の家でも環境に対する意識が高まり、ゴミの減量化や新聞、書籍のリサイクルに努めている。私は、日常生活の中でゴミを減らしたりリサイクルすることは、天然資源の浪費を防ぐ助けになるのではないかと考えている。

People are now worried ( ア ) the environmental destruction. In ( イ ), even in my family, the environmental awareness has ( ウ ) and we are ( エ ) our best to reduce waste and recycle newspapers and books. I believe that we probably can do something to stop the wastage of natural ( オ ) by reducing and recycling waste in our daily lives.

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|---------------|-----------|-----------|
| 1. about      | 2. at     | 3. doing  |
| 4. fact       | 5. making | 6. raised |
| 7. resources  | 8. risen  | 9. theory |
| 10. treasures |           |           |

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 日本に残っていた最後の霧信号所が今年の3月に廃止された。霧信号所は、濃霧や吹雪で視界が悪いとき航海の道しるべとして重要な役割を果たしてきたが、レーダーや全地球測位システムにより、霧笛の歴史に終止符が打たれた。

Japan's last ( ア ) fog signal posts were closed ( イ ) in March last year. The posts once ( ウ ) an important role in indicating the way for ships when visibility was ( エ ) in thick fog or blizzards but radar and the Global Positioning System have brought the history of foghorns to a ( オ ).

- |              |         |              |
|--------------|---------|--------------|
| 1. close     | 2. down | 3. leaving   |
| 4. offered   | 5. on   | 6. page      |
| 7. performed | 8. poor | 9. remaining |
| 10. scarce   |         |              |

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 パイロット間の空対空通信は、安全な飛行及び正常な飛行に影響を及ぼす事項に関する通報を含まなければならない。この通報の種別及び優先順位は、5.1.8 項に従ってその内容に基づいて決めなければならない。

Interpilot air-to-air communication shall comprise messages ( ア ) to any matter ( イ ) safety and regularity of flight. The category and ( ウ ) of these messages shall be determined ( エ ) the basis of their content in ( オ ) with 5.1.8.

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|---------------|--------------|--------------|
| 1. accordance | 2. affecting | 3. attaching |
| 4. foundation | 5. jointed   | 6. on        |
| 7. priority   | 8. privilege | 9. related   |
| 10. with      |              |              |