

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、その番号のマーク欄を塗りつぶしなさい。

Briton David Hempleman-Adams became the first person to fly solo across the Atlantic in an open wicker-basket hot air balloon on Monday but not before a Concorde airliner gave him a supersonic fright.

Hempleman-Adams, who reached the southwest of Ireland after a freezing 76-hour flight, admitted he was “shaking with fear” when two strong bangs shook the balloon violently, causing it to drop several hundred meters, a flight controller said. Hempleman-Adams later learned that the sonic boom of a supersonic Concorde airliner had caused the incident. “He was pretty shaken by that experience but quickly recovered,” said a spokesman. “This is the first time anyone has ever done this solo and in an open wicker-basket.”

It was third time lucky for the 46-year-old Briton after two previous abandoned attempts to make ballooning history. Hempleman-Adams, who set off on Friday from New Brunswick in Canada, had to survive heavy rain, extreme cold and lack of sleep to set the record. The brave balloonist touched down in a field near Blackpool, northern England, on Monday evening.

<注> Briton 英国人 wicker-basket 柳細工のかご supersonic 超音速の fright 恐怖  
admit 白状する sonic boom 衝撃波音

(設問)

- A-1 Was Hempleman-Adams alone in the wicker-basket during this flight?
1. Yes.
  2. No, he was together with a flight controller.
  3. No, he was with a spokesman.
- A-2 Did Hempleman-Adams feel hot in the balloon during the flight?
1. Yes.
  2. No.
  3. He caught a cold.
- A-3 When did Hempleman-Adams know why his balloon dropped?
1. Before the drop.
  2. During the drop.
  3. After the drop.
- A-4 What caused Hempleman-Adams' balloon to drop?
1. A puncture in the balloon.
  2. The sonic boom which hit Concorde.
  3. The sonic boom of Concorde.
- A-5 How many times did Hempleman-Adams try similar flights before this attempt?
1. One.
  2. Two.
  3. Three.

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 To facilitate use of the frequency 2182 kHz for distress purposes, all transmissions on 2182 kHz shall be kept to a minimum.

<注> facilitate . . . を容易にする

( 設問 ) For what purpose are all transmissions on this frequency minimized?

1. To make distress communication easier on the frequency.
2. To facilitate the use of all transmissions on the frequency.
3. To reduce distress communication on the frequency.

A-7 The frequency 156.525 MHz is an international frequency in the maritime mobile service used for distress, urgency, safety and calling by digital selective-calling techniques.

( 設問 ) Is the frequency 156.525 MHz also used for any calls other than distress, urgency and safety communications?

1. Yes.
2. No.
3. Maybe not.

A-8 Information concerning watch-keeping by automatic digital selective-calling on the frequency 156.525 MHz by coast stations shall be given in the List of Coast Stations.

( 注 ) concerning . . . に関する

( 設問 ) How can you find information about this type of watch keeping?

1. By checking the List of Coast Stations.
2. By giving the information to the List of Coast Stations.
3. By watching the frequency in the List of Coast Stations.

A-9 Ship stations equipped with apparatus for digital selective-calling to work in the authorized bands between 156 MHz and 174 MHz should, while at sea, maintain an automatic digital selective-calling watch on the frequency 156.525 MHz.

( 設問 ) Should a ship station sailing in the Pacific Ocean, which is equipped with the apparatus, maintain this type of watch on the frequency 156.525 MHz?

1. Yes.
2. No.
3. Maybe not.

- 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 昨夜から、雪が激しく降り続いています。道路が積雪で通行止めにならないか心配です。

It has ( ア ) ( イ ) hard ( ウ ) last night. I am ( エ ) that the street might be ( オ ) by snow.

- |            |             |            |            |          |
|------------|-------------|------------|------------|----------|
| 1. been    | 2. blocked  | 3. concern | 4. since   | 5. snows |
| 6. snowing | 7. stopping | 8. until   | 9. worried |          |

- 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-2 本船は、御前崎<sup>おまえざき</sup>の南西 7 マイルのところで貨物船と衝突したあと、東の方へ漂流しています。

Our ship is ( ア ) towards the ( イ ) after ( ウ ) with a cargo ship ( エ ) ( オ ) of Omaezaki.

- |                |                |              |                 |         |
|----------------|----------------|--------------|-----------------|---------|
| 1. colliding   | 2. drifting    | 3. east      | 4. for          | 5. hits |
| 6. move around | 7. seven miles | 8. southwest | 9. southwestern |         |

- 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-3 緊急信号及びこれに続く通報は、国際遭難周波数 500kHz、2182kHz、156.8MHz、補助遭難周波数 4125kHz 及び 6215kHz、航空非常用周波数 121.5MHz、周波数 243MHz の 1 又はそれより多くの周波数で又は遭難の場合に使用することができる他のいずれかの周波数で送信する。

The urgency signal ( ア ) message following it shall be sent on one or ( イ ) the international distress frequencies 500 kHz, 2182 kHz, 156.8 MHz, the supplementary distress frequencies 4125 kHz and 6215 kHz, the aeronautical emergency frequency 121.5 MHz, the frequency 243 MHz, or on ( ウ ) frequency which may be ( エ ) in case ( オ ) distress.

- |            |             |              |              |             |
|------------|-------------|--------------|--------------|-------------|
| 1. and     | 2. any more | 3. the other | 4. any other | 5. make use |
| 6. more of | 7. of       | 8. transmit  | 9. used      |             |

(BRA603-3)

