

Question 1-11 are based on the following passage.

Passage 1 is an excerpt from *The Influence of Sea Power Upon History* by A.T. Mahan, originally published in 1890. Passage 2 is an excerpt from *Maritime Security, Sea Power, and Trade*, a speech given in 2014 by Tom Kelly, the Acting Assistant Secretary of the Bureau of Political-Military Affairs.

Passage 1

The first and most obvious light in which the sea presents itself from the political and social point of view is that of a great highway; or better, perhaps, of a wide common, over which men may pass in all directions, but on which some well-worn paths show that controlling reasons have led them to choose certain lines of travel rather than others.

Under modern conditions, home trade is but a part of the business of a country bordering on the sea. Foreign necessities or luxuries must be brought to its ports, either in its own or in foreign ships, which will return, bearing in exchange the products of the country, whether they be the fruits of the earth or the works of men's hands; and it is the wish of every nation that this shipping business should be done by its own vessels. The ships that thus sail to and from must have secure ports to which to return, and must, as far as possible, be followed by the protection of their country throughout the voyage.

...

In these three things—production, with the necessity of exchanging products, shipping, whereby the exchange is carried on, and colonies, which facilitate and enlarge the operations of shipping and tend to protect it by multiplying points of safety—is to be found the key to much of the history, as well as of the policy, of nations bordering upon the sea. The policy has varied both with the spirit of the age and with the character and clear-sightedness of the rulers; but the history of the seaboard nations has been less determined by the shrewdness and foresight of governments than by conditions of position, extent, configuration, number and character of their people,—by what are called, in a word, natural conditions. It must however be admitted, and will be seen, that the wise or unwise action of individual men has at certain periods had a great modifying influence upon the growth of sea power in the broad sense, which includes not only the military strength afloat, that rules the sea or any part of it by force of arms, but also the peaceful commerce and shipping from which alone a military fleet naturally and healthfully springs, and on which it securely rests.

Passage 2

One of the great strategic advantages of the United States is that, as "America, the Beautiful" reminds us, our nation stretches from "sea to shining sea." The oceans have been part of our identity – and our protection – since the founding of the country. They have been the path through which we became both a great commercial and a great military force. I may be a diplomat, but I believe in naval power. It makes my job easier. I grew up on the shores of the Pacific Ocean. My professional background is in trade. So it's very natural for me to see the oceans and our maritime security as essential to our continued prosperity.

Ninety percent of world trade is conducted on the oceans. Our food, our fuel, our imports and exports all travel on these global economic highways. Maritime trade is our nation's life blood. Keeping the oceans free for commerce – in two words, maritime security – is key to our national security.

Today, this phrase encompasses a complex set of issues, including both public and private activities, sometimes with diametrically opposed interests . . . Mother Nature reminded us that she still controls some aspects of maritime security. Climate change is affecting the Arctic. As the ice cap shrinks, old shipping lanes are expanding and, in some cases, new ones are opening. Opening these Arctic lanes to commerce and keeping them free will be important. As the lanes open, we'll see more demand for access to the Arctic's natural resources, which in turn may raise the stakes on territorial disputes.

We should remember that outside the domestic waters of the United States, securing our own maritime security depends on our foreign policy. Our security assistance programs . . . can be a critical tool to support states trying to build their security capacity, which feeds into larger foreign policy objectives beyond achieving peace and security - such as promoting economic growth, democracy, and human rights.

1

The author of Passage 1 implies that a coastal nation's primary goal in building a navy is to

- A) attack other nations.
- B) protect trading ships.
- C) defend its coastlines.
- D) threaten its trading partners.

2

Which choice provides the best evidence for the answer to the previous question?

- A) lines 1–6 (“The . . . others.”)
- B) lines 8–14 (“Foreign necessities. . . vessels”)
- C) lines 19–25 (“In . . . sea.”)
- D) lines 32–38 (“The wise . . . rests”)

3

In line 3, the word “common” most nearly means

- A) public land.
- B) political group.
- C) legal right.
- D) shared condition.

4

In line 10, the word “bearing” most nearly means

- A) carrying.
- B) allowing.
- C) supporting.
- D) yielding.

5

The author’s central claim in Passage 2 is that

- A) the continued prosperity of the U.S. depends on keeping the oceans secure.
- B) U.S. foreign policy must change to focus on maintaining control of the seas.
- C) the U.S. military is crucial to defending domestic waters.
- D) the security of the world’s oceans is increasingly at risk by enemies of the U.S.

6

The author of Passage 2 implies that the United States might not have become a superpower were it not for its

- A) economic strength.
- B) geographical position.
- C) superior military.
- D) natural resources.

7

Which choice best supports the answer to the previous question?

- A) lines 43–44 (“They . . . force.”)
- B) lines 52–53 (“Maritime trade . . . life blood.”)
- C) lines 55–57 (“Today . . . interests”)
- D) lines 68–70 (“Our security . . . capacity.”)

8

Unlike Passage 1, Passage 2 focuses on

- A) the benefits of trading with other nations via the oceans.
- B) the relationship of economic and military power.
- C) the shifting of maritime policies to adapt to changing circumstances.
- D) the importance of the oceans for a specific nation.

9

In Passage 2, the discussion of climate change primarily serves to

- A) convey the gravity of the threat to the oceans.
- B) stress the power of Mother Nature.
- C) exemplify the many factors affecting maritime security.
- D) suggest a plausible government initiative.

10

The author of Passage 2 would most probably view Passage 1's claim about “natural conditions” (line 31) with

- A) approval, because he sees the nation's oceans as a strategic advantage.
- B) skepticism, because he believes in both naval power and diplomacy.
- C) hostility, because his professional background is in trade.
- D) anxiety, because he is worried about the effects of climate change.

11

Based on the passages, both authors connect the idea of sea power with

- A) the ineffectiveness of the Navy in protecting trade
- B) a leader’s desire to prevent territorial disputes.
- C) a country’s political and economic advancement.
- D) the rights guaranteed to all people by natural law.