# *ENGLISH TERMINOLOGY IN NAVAL ARCHITECTURE*

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*Abstract:This paper is about NAVAL ARCHITECTURE terminology, which is the specialized vocabulary of a field. These terms have specific definitions within the field, which is not necessarily the same as their meaning in common use. Naval architecture terminology exists in a continuum of formality. Precise technical terms and their definitions are formally recognized, documented, and taught by educators in the field. Naval architecture terminology evolves due to the need for experts in a field to communicate with precision and brevity, but often has the (usually) undesired effect of excluding those who are unfamiliar with the particular specialized language of the group. This can cause difficulties as, for example, when a translator is unable to follow the discussion of naval architects, and thus cannot translate properly a naval architecture text.*

*Keywords: naval architecture, terminology, technical and scientific terms, shipbuilding*

## 1. Introduction

Within the general framework of functional styles, naval architecture occupies a major position. However, we have to admit, technical discourse has not yet been thoroughly investigated, especially when we refer to the very specific terms in naval architecture[1]. Though we have spared no efforts to learn about relevant approaches in this field, we have found so far. This is one of the reasons why we decided to approach English terminology in shipbuilding and its influence upon the corresponding Romanian vocabulary.

To better grasp the achivements the achivements as well as the complexity of the Romanian shipbuilding industry we still have to get aquainted with the work carried out by three insitutions:

1. Registrul Naval Român-RNR-(Romanian Register of Shipping) is a state organization fr technical survey and classification of sea-going ships, inland vessels, and containers. The Bucharest Head Office has permanent connections with sixteen offices all over the country and co-operates with many foreign registers of shipping in: London, New York, Tokyo, Oslo, Paris, Hamburg, Genoa, Gdansk, Athens, etc.

[1]For all practical purposes , and to avoid repetition, in the present article, the terms shipbuilding and naval architecture will often be interchanged.
According to McGraw-Hill's *Dictionary of Scientific and Technical Terms*, New York, 1972, the term shipbuilding simply refers to the construction of ships, while naval architecture is the study of the physical characteristics and the design and construction of buoyant structures, such as ships, boats, barges, submarines, and floats which operates in water; it includes the construction and operation of the power plant and other mechanical equipment of these structures.



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Particularly valuable for the ship terms they include, are RRS's publications: Register of Ships-containing particulars of sea-going ships and inland vessels under RRS survey, Rules for the Classification and Construction of Steel Sea-Going Ships, Rules for Equipment of Sea-Going According to International Conventions, Rules for the Classification and Construction of Inland Vessels, Rules for the Construction of Containers, Guidelines for Technical Supervision of Containers, etc.

2. ICEPRONAV (The Institute for Research and Design of Ships) is a central institute for research and design of ships. As its name implies this institution is responsible for the research and design of all types of large vessels which are being built in Romania. Up-to-date equipment, including computers and modelship laboratories, are handled by highly-qualified personnel. The institute maintains scientific relaitons with similar institutions all over the world.

3. The Naval Architecture Faculty at the University of Galatz is meant to train most of our highly qualified specialists in th efield of naval architecture.

Many other high-schools and colleges/ faculties at Constanța, Galatz, Brăila, Tulcea, etc., train the skilled workers and sailors our growing shipbuilding industry is in great need of.

All these hundreds and thousands of people working at or on ships also make use of special terminology which is steadily increasing. The study of this lexis is my first and main concern and will be dealt with.

## 2. English naval terms: origin, structure and frequency

Science and the corresponding terminology are a comparatively late product of the general development of human civilizaion. "The roots of science and, as a consequence, the roots of terms run deep into the period before the appearance of civilization".[2]However, in most languages, little or no written on ancient sciences and the corresponding terms, have been preserved.

The history of the English language, begins after A.D.600. Everything before that is pre-history, which means that we can guess at it bun cannot prove much. Alfred the Great, the king of the West Saxons, who reign in the second half of the 9th century, translated at this time that much of the Northumbrian literature of the preceding centuries was copied in the West Saxon.

Last still, in the 9th and 10th centuries the Norsemen emerged in their ships, with the linguistic result of a considerable influx of Norse, including terms of ship construction, into the English language.

As a consequence, alongside with native terms many Scandinavian words began to be used in ship construction in those centuries and in the centuries to come.

Examples of the former, which are extensively used today, are given in alphabetic order. Most etymologies are given in accordance with Walter Skeat's *Etymological Dictionary*, while definitions are synthetically presented from McGraw-Hill's *Dictionary of Scientific and Technical Terms*, New York, 1972.

*Beam*

[2] Stephen F. Mason, *A History of the Science,* New York, 1962, p. 11



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1. The breadth of a ship at the widest point.
2. A transverse structural member of the framing of a vessel used to support a deck and to brace the sides against stress. (Middle English *beem,* A.S. *beam,* a tree).

*Board*

1. The side of a ship. (Middle English *bord*, A.S. *bord, board*).

It is to be noticed that some terms have a probable etymology, while for some others the origin is quite obscure. This is the case of words such as **bitt, bulk,** and **ship.**

> *"Sometimes between the years 1000 and 1200 important changes took place in the structure of English and Old English became Middle English. The important political event that facilitate these changes was, by all means, the Norman Conquest in 1066." (Roberts 1967, 34).*

It is in the vocabulary that the effects of the Norman Conquest are the most obvious. All sorts of French words came into English. There were words to do with government, church, household words, food, grammar and noun words that are listed in any book on the history of English language. *"All these and thousands more poured into the English vocabulary between 1100 and 1500, until at the end of that command."* (Roberts 1967, 54). However, it was not until the Middle Ages and early modern times that elements of science and scientific terminology, properly speaking, came into being.

The period of Early Modern English (the 16$^{th}$ and 17$^{th}$ century), which was also the period of English Renaissance, was a time when people developed a keen interest in the past, and a more daring and imaginative view of the future. It was a time when new ideas multiplied, and new ideas meant new language.

Apparently, the English had grown accustomed to borrowing words from French as a result of the Norman Conquest; now they borrowed from Latin and Greek. Many words were words of science, a great many of which, belonged to naval architecture.

The following examples are given for illustration. Some of the terms, however, are more recent developments.

*Anchor*

1. A device usually of metal attached to a ship or boat by a cable and cast overboard to hold it in a particular place by means of a fluke that digs into the bottom. (The current spelling imitates the false Latin form *anchora*. A.S. *ancor-, ancora,* from Greek *ankura*, a bent hook).

*Barge*

1. Flat-bottomed boat for carrying cargo on protected waterways, usually without engines or crew accommodations. On inland river systems barges can be lashed together and either pushed or pulled by tugs and handle cargo of 60,000 tonnes or more. Small barges for



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carrying cargo between ship and shore are known as lighters.(Middle English *barge*, Latin *barga,* variant of *barca*).

*Bilge*

1. Part of the underwater body of a ship between the flat of the bottom and the straight vertical sides.
2. Internally, the lowest part of the hull, next to the keelson. (A variant of bulge. Middle English *bulge*, Old French *boulge*, a bag, Latin *bulga*, a bag).

*Boiler*

1. Derivative. Generator in which water is heated and converted into steam. Boil- to bubble up. (Old French *boillir*, to boil, Latin *bullire,* to bubble up, to boil).

*Bracket*

1. A simple rigid structure in the shape of an L, one arm of which is fixed to a vertical surface, the other projecting horizontally to support a shelf or other weight. (French *briquette*, Latin *bracae,* breeches).

*Capstan*

1. A retracting vertical -axed rotating machine developed for use on sailing ships to apply force to ropes, cables, and hawsers. (Middle English from Old Provensal *cabestan*, *cabestran*, from *cabestre*, a rope noose, Latin *capistrum*, halter, from *capere*, to take, seize).

*Cargo*

1. Goods or merchandise loaded into a ship with carriage. (Spanish *cargo, carga*, load, Late Latin *carricare,* from Latin *carrus*, a kind of vehicle).

*Carina*

1. English careen. The main body of a ship, exclusive of masts, sails, yards, and rigging. (French *carine,* careen, keel, Latin *carina*, keel).

In much the same period, principally from the 14$^{th}$ century to the 17$^{th}$ centuries, the nautical relations with the Dutch brought into the English language many terms which were directly linked with naval architecture or navigation.

*Bowsprit*

1. A large spar extending forward from the vessel's prow. It provides an anchor point for the forestay(s), allowing the fore-mast to be stepped farther forward on the hull.

*Buoy*

1. Floating object that can have many purposes. It can be anchored (stationary) or allowed to drift with the sea wave. The word, of Old French or Middle Dutch origin, is (in British English) now most commonly pronounced /ˈbɔɪ/ (identical with boy, as in buoyant). In American English the pronunciation is closer to "boo-ee."

*Freight*

1. Goods transported in bulk by truck, train, ship, or aircraft.

*Hoy*

1. A heavy barge used in harbors.



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2. A vessel of the 17th and 18th centuries, usually sloop rigged, used for fishing and coastal trading.

*Lighter*

1. A lighter is a type of flat-bottomed barge used to transfer goods and passengers to and from moored ships. Lighters were traditionally unpowered and were moved and steered using long oars called "sweeps" and the motive power of water currents.

*Marline*

1. Small stuff of two-fiber strands, sometimes tarred, laid up left-handed.

*Skipper*

1. Master of fishing or merchant vessel.

To get a better idea of the source of naval terms in Contemporary English, I first selected a small amount (150 words) of the most frequently used terms, out of an immense corpus, giving the percentage of their origin.

In the long run, the naval architecture vocabulary has been thoroughly investigated from a lexicographic point of view and adequately listed in valuable technical dictionaries. The list of lexicons we made use of for my investigation would point to the great bulk of vocabulary that has recently been piled up in their register.

Ansted, A. 1933.*A dictionary of Sea Terms*, Brown and Ferguson, Glasgow.

Bibicescu, Gh. 1971. *Lexicon maritim englez-român cu termeni corespondenţi în limblile: franceză, germană, spaniolă, rusă,* Editura Stiintifica, Bucuresti

Bielkina, S.S. 1958. *English- Russian on Shipbuilding and Maritime Engineering*, Leningrad.

Hoyer-Krentzer. 1944. Technical Dictionary.

Layton, C.W.T. 1958. *Dictionary of Nautical Words and Terms*, Brown and Ferguson, Glasgow.

Depending on the context, that is, on the level of the text being analyzed, some terms are of a very great frequency of occurrence, while others are occasionally used. The following terms are of a low frequency of occurrence: *anchor, apparatus, bunker, crane, equipment, installation, lining, maneuverability, radio, rudder, steam, tank, winch, ballast, barge, burner, draft, engineering, freeboard, freight, funnel, generator, gyrocompass, helm, knot, life-boat, life-jacket, mast, motor, pallet, piston, pitching, radar, refrigerator, heavy sea, shell, stabilizer, stoker, tug, trimmer, windlass, vibration.* Whereas, the following terms are of a high frequency: *vessel, ship, cargo, tonnage, fuel, engine, capacity, liner, deck, aft, unit, machinery, accommodation, deadweight, speed, turbine, buoy, oil, tanker, bridge, derrick, forward, hull, stores, astern, beam, container, crew, hatch, hold, load, port* and *steam.*

We have also investigated a naval architecture text, namely *High Speed Small Craft*[3]by Peter Du Crane, where we divided the terms into three distinct levels:

1. Special terms= 138 (13%)
2. General technical terms=42(4%)
3. Common terms=870(83%)

[3] Peter Du Cane 1956. *High Speed Small Craft*, London



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Our further investigation in the naval architecture terminology revealed that Duch has given the English language a series of words, such as:

1. Avast, from *hou vast*, meaning *hold fast*.
2. Drill, from the verb *drillen*, to train/instruct
3. Freebooter (Pirate), from *vrijbuiter*.
4. Yacht, from *jacht* meaning *hunt*
5. Pump, from *pomp*.
6. Sloop, from *sloep*.
7. Skipper, from *schipper* meaning someone who ships.
8. Keel, from *kiel*
9. Maelstrom, from *maalstroom* meaning "strong current" (borrowed via a Nordic language)
10. Forlorn hope, from *verloren hoop* "lost hope".
11. Cruiser, from the verb *to cruise* from Dutch *doorkruisen* meaning to sail across or go through.
12. Brandy, from Dutch *brandewijn*, distilled wine.

**A list of English loanwords, examples of usage and comments**

This part of the study contains a set of 14 English words. Each word will be dealt with separately and listed in alphabetical order. The part of speech and gender will be given in parenthesis after the headword. The corresponding English term is then cited followed by the phonetic transcription in English.

The following list of terms and expressions is in no way an exhaustive register of the English words used in the field of naval architecture around the turn of the 20th century. The list only contains examples of the main terms. Also, the collection of sources consulted is in no way an exhaustive list. Many words were considered as possible candidates but were omitted primarily because examples of usage were not considered adequate or were not found in reliable written sources.

*Bag rope*

Etymology: [bag + rope]

bag [Early ME. bagge: cf. ON. baggi ‘bag, pack, bundle’ (not elsewhere in Teutonic); also OF. bague, Pr. bagua baggage, med.L. baga chest, sack. The Eng. was possibly from the ON.; but the source of this, as well as of the Romanic words, is unknown; the Celtic derivation suggested by Diez is not tenable: Gaelic bag is from English. Of connexion with Teutonic *balgi-z, Goth. balgs, OE. b£l, bæl, bæli, whence belly, bellows, and the cogn. Celtic bolg, balg, there is no evidence.]

rope [Common Teut.: OE. ráp masc., = OFris. râp (in silrâp; WFris. reap, EFris. rôp, but NFris. riap:—*rêp), MDu. and Du. reep, MLG. rêp, reep, reip (LG. rêp), OHG. and G. reif, ON. reip neut. (Icel., Fær., Norw. reip, Sw. rep, †reep, Da. reb, †reeb, reeff, etc.), Goth. raip (in skaudaraip shoe-thong). In the Lex Salica (c 490) the Old Frankish form appears to be Latinized as reipus (only in a transferred sense), and from early Teutonic the word passed into Finnish as raippa rod, twig.]



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*Backstrop/back strop*

Etymology: [back + rope]

back [Common Teut.: OE. bæc (neuter) is cogn. with OS. bak, OFris. bek, MDu. bak, LG. bak, ON. bak.—OTeut. *bako-(m); not found in Gothic or OHG., and now lost in Du. exc. in derivatives, such as achterbaks, bakboord. Cf. ridge.]

strop [OE. strop (once only) = (M)Du., (M)LG. strop, OHG. strupf masc. (a derivative of the same meaning is MHG., mod.G. strüpfe fem., LG. strippe: strip n.2), prob. a WGer. adoption of L. struppus, stroppus, strap, band (? a. Gr. στρ ϕ ο |), whence OF. estrope (mod.F. estrope, étrope), Pr. estrop-s, Cat. estrop, Pg. estropo rowlock-strap, It. stroppa strap, band.]

*Bar*

Etymology: [ME. barre, a. OF. barre (= Pr., It., Sp., Pg. barra):—late L. barra of unknown origin. The Celtic derivation accepted by Diez is now discredited: OIr. barr 'bushy top,' and its cognates, in no way suit the sense; Welsh bar 'bar' is from Eng., and Breton barren 'bar' from Fr. (The development of sense had to a great extent taken place before the word was adopted in English.)]

*Becket*

[Etymology unknown. Du. bogt, bocht 'bend' of rope, has been suggested. Falconer Dict. Marine, thought it 'probably a corruption of bracket.']

*Bloke*

Etymology 1: [Origin unknown: Ogilvie compares 'Gypsy and Hind. loke a man.']

Etymology 2: [Mid-19th century. From Shelta, a secret jargon used by Romany people in Britain and Ireland.]

*Bracket*

Etymology: [The earliest form bragget appears to be (either directly or through F. braguette) adaptation of Sp. bragueta, dim. of braga:—L. braca, sing. of bracæ breeches; the form bracket is a corruption, perh. influenced by It. bracheta, dim. of braca:—L. braca.]

*Bulk*

Etymology: [Of complicated etymology. The coincidence in meaning with ON. *bulki, Icel. búlki 'heap, cargo of a ship' (Vigf.), Da. bulk lump, clod (cf. mod.Icel. búlka-st to be bulky), suggests that the word, though not recorded before 15th c., may (in the senses 'heap', 'cargo') be of Scandinavian origin. Within a few years of its first appearance, bulk occurs in the senses 'belly, trunk of the body', due app. to confusion with bouk, which it has entirely superseded in literary English. (Cf. however, the Flemish bulck 'thorax' in Kilian.) The sense of 'size' (branch III) seems to have been evolved chiefly from the notion of 'body', though it may be partly due to



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that of ‘heap’ or ‘cargo’. The form boak, used by N. Fairfax 1674 indiscriminately with bulk in the sense of ‘magnitude’, is apparently:—ME. bolk.]

[1400–50; late ME bolke heap, cargo, hold < ON bulki cargo, ship's hold]

*Davit*

Etymology: [Formerly also David, and app. an application of that Christian name, as in the case of other machines and tools. Cf. F. davier, the name of several tools, etc., altered from daviet (Rabelais) = Daviet, dim. of OF. Davi David; the tool was still called david by joiners in the 17th c. (Hatzfeld and Darmesteter).]

*Dock*

Etymology: [Found early in 16th c., also in 16th c. Du. docke, mod.Du. dok. From Du. and Eng. it has passed into other langs., Da. docke, Sw. docka, mod.G. dock, docke, mod.F. dock, in 1679 doque. Ulterior origin uncertain.It has been variously compared with rare Icel. dökk, dökð pit, pool, Norw. dokk hollow, low ground, med.L. doga ditch, canal (Du Cange), Gr. δοχ receptacle. See Skeat, E. Müller; also Grimm, and Diez s.v. Doga.]

*Ejector*

Etymology: eject (v.) [adaptation of L. Uject-Qre, frequently of UjicSre to throw out, f. U out + jacSre to throw; or directly f. Uject- ppl. stem of UjicSre. As in many other Eng. vbs. identical in form with L. ppl. stems, the precise formation is somewhat doubtful; the senses are derived partly from UjicSre, partly from UjectQre.]

*Haul*

Etymology: [A variant spelling of hale v.1, in 16th c. also hall; representing a different phonetic development of ME. hale (hA;l): cf. small, beside OE. smæl, ME. smal, smale, Sc. smale, smail. For the spellings au, aw, which date only from 17th c., cf. crawl.]

*Quarter*

Etymology: [a. OF. quarter, -ier (12th c. in Littré):— L. quartar-ius a fourth part (of a measure), f. quartus fourth: see quart n.2 and -er2 2.]

*Steam*

Etymology: steam (v.) [OE. stéman, stýman:—prehistoric *staumjan, f. *staum- steam n.] steam (n.) [OE. stéam = WFris. steam, Du. stoom:—OTeut. type *staumo-z, of obscure origin.]

*Trawl*

Etymology: [Origin and age obscure. If quot. 1481–90 belongs here, trawelle might be related to rare MDu. traghel drag-net (in Teuthonista 1475), referred by Verwijs and Verdam ult. to L. tragula drag-net. But the MS. reading is indistinct, and some would read tramelle.Apart from quot. 1481–90, the vb. appears earlier than the n., and may be its source, but is no less obscure in origin. The forms troul, trowl were perh. Due to confusion with trawl, troll, another fishing term.]



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To get a better idea of the source of naval terms in Contemporary English, we first selected a small amount of most frequent used terms, out of an immense corpus, giving the percentage of their origin.

This is the list of the terms which we found to be extensively used today by many specialized and authoritative institutions such as Lloyd's Register of Shipping, London, and American Bureau of Shipping, New York. They are given in a strictly alphabetical order: *accomodations, afloat, aft, after peak, anchor, astern, awing, barrage, battens, beam, bear, bilge, bitt, blade, block, board, boat, boiler, bottom, bow, bracket, bearding, belfry, belly, bend, bevelling, bills, bindings, binding-strakes, birthing,bitts, blocks, bobstay-holes, bolster, bolts, bow, boxing, braces, brackets, breast-hooks, breast-rail, breast-work, breech, bulge, bulgeway, bulk-heads, bumpkins, butt, buttock, camber, canting, caps, capstand, carlings, cat-head, caulking, chains, chain-bolts, champher, channels, channel-wales, cheeks, chestree, chine, chocks, clamps, clean, cock-pit, companion, counter, cross-chocks, cross-piece, cross-spales, crows-foot, dagger, dagger-knees, dead-doors, dead-eyes, dead-flat, dead-lights, deadwood, decks, dowsing-chocks, draught, drifts, driver, druxey, dub, ekeing, face-piece, false-keel, false-post, fashion-pieces, fay, fenders, fire-rail, figure, fillings, finishing, flaring, floors, floor-hollow, foot-rail, or footspace-rail, foot-waleing, forecastle, fore-foot, fore and aft, forward, frames, furrens, futtock, gammoning-hole, garboard-strake, gripe, ground-ways, gunwale, half-ports, half-timbers, hanging, harpings, hatches, hatchways, hawse-pieces, head, head-ledges, head-rails, heel, hold, hood, hoodings-ends, hooking, horse, in and out, inner-post, keel, keelson, kevels, knees, knee of the head, knight-heads, or bollard timbers, knuckle-timber, lacing, ladders, ladder-ways, lap-sided, larboard, launch, lazaretto, ledges, limber-boards, limber-strake, load-water-line, long-timbers, luff, main-breadth, mast-carlings, midship, midship-bend, munions, navel-hoods, nog, orlop,over-hanging, partners, pilasters, pillars, pins, plank, plank-sheers, plumb, poppets, ports, port-lids, preventer-plates, preventer-bolts, pump, pump-dales, pump-cistern, quarter, quarter-deck, quarter-gallery, quarter-pieces, quick-work, rabbet, rails, rake, ramline, ranges, reconciler, or top-timber-hollow, ribband, riders, room and space,round-house, rudder, or rother, rudder-irons, or pintles, saddle, scantling, scarf, screen bulk-head, scuttles, scuppers, seams, shaken, shank-painter, sheer, sheerstrake, shift, shivers, sholes, shores, sleepers, or transom-knees, snying, spanshacle, spirketting, spurs, square-tuck, standards, stantients, starboard, steeler, steering-wheel, stem, stemson, steps, stern, stern-post, stern-frame, stools, stopper-bolts, strake, string, supporters, surmarks, sweep, or tillar-sweep, syphered, tabling, taffrail, term, tick-stuff, throat, tillar, timbers in the head, top-timbers, top and butt, trail-boards, transoms, truss, tumbling-home, unship, waist, wales, water-ways, wing-transom, winding.*

In the long run, the naval vocabulary, including terms in shipbuilding and naval architecture, has been thoroughly investigated from a lexicographic point of view and adequately listed in valuable technical dictionaries.

We have put the terms with the frequency of occurrence of the special terms in a table:

| Terms | Frequency of occurrence | Terms | Frequency of occurrence |
|---|---|---|---|
| vessel | 41 | oil | 6 |



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| | | | |
|---|---|---|---|
| ship | 32 | tanker | 6 |
| cargo | 31 | bridge | 5 |
| tonnage | 30 | derrick | 5 |
| fuel | 16 | forward | 5 |
| engine | 14 | hull | 5 |
| capacity | 13 | stores | 5 |
| liner | 12 | astern | 4 |
| deck | 11 | beam | 4 |
| aft | 8 | container | 4 |
| machinery | 8 | crew | 4 |
| unit | 8 | displacement | 4 |
| accommodations | 7 | hatch | 4 |
| deadweight | 7 | hold | 4 |
| speed | 7 | load | 3 |
| turbine | 7 | port | 3 |
| bows | 6 | stern | 3 |

Depending on the context, that is, on the level of text being analysed[4], some terms are of a very great frequency of occurrence, while others are occasionally used.

The following terms are of a low frequency of occurrence: a*nchor, apparatus, bunker, crane, equipment, installation, lining, radio, rudder, steam, tank, winch, barge, burner, draft, freeboard, freight, generator, helm, knot, mast, motor, pallet, piston, pitching, radar, shell, tug, vibration.*

The frequency of occurrence were established according to the following parameters:

1. naval terms proper
2. general technical terms
3. compound terms
4. modal constructions
5. passive constructions

Mention should be made that all terms and structures have been selected from original works such as: *Basic Naval Architecture*, by Lenneth, L. , London, 1967; *High Speed Small Craft*, by Peter Du Crane, London, 1956; *Steel Ships*, by Walton Thomas, London, 1974.

In terms of word structure, the available evidence indicates that in shipbuilding, besides simple terms, a great many, extremely varied compounds and terminological structures, are also to be found.

This is precisely because the compound terms, like the phrases with the relative clause, although grammatically equivalent, do not have the same communicative value. Moreover, the compound term are used to refer to something which is already concede as a single entity, as an item in a clause of its own. In other words, compound as well as terminological structures are used to communicate an idea of something for which the language does not have an existing form.

These are frequent examples in shipbuilding:

[4] e.g. shipping, hull design, machinery, etc.



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**Noun + noun:***cargo vessel/ship, power unit, propulsion unit, shelter deck, steam engine.*

**Adjective + noun:** *cellular ship, crude oil, dynamic force, free piston, main deck, operational vessel.*

**Adverb+ noun:***forward wave, forward motion, fast passengers.*

**Verbal adjective+ noun**: *lifting effect, handling capacity.*

### 3. Romanian terminology in shipbuilding

The following are graphic examples, and are also given to bridge between the two divisions devoted to English and Romanian terminology in shipbuilding. Such terms pose real difficulties in rendering their Romanian equivalents. To the best of our knowledge, most of these terms, of which I am going to give a comprehensive list, have not yet been linguistically analysed, and officially accepted by the Romanian authoritative institutions.

| | |
|---|---|
| General | Generalitati |
| Type and destination of vesseL | Tipul si destinatia navei |
| Main characteristics | Caracteristici principale |
| Vessel's class | Clasa navei |
| Rulles and Regulations | Reguli si Regulamente |
| Deadweight | Greutate proprie (capacit.totala de transp.) |
| Speed | Viteza |
| Navigation area, crusing range | Zona de navigatie, distanta de navigatie |
| Capacity of holds and tank | Capacitatea magaziilor si tancurilor |
| Capacity of holds | Capacitatea magaziilor |
| Container capacities | Capacitatile containerelor |
| Capacity of tanks | Capacitatea tancurilor |
| Crew's composition | Componenta echipajului |
| Main engine | Motor principal |
| Trim and stability | Asieta si stabilitate |
| Spare parts and inventory | Piese de rezerva si inventar |
| Delivery documentation | Documentatie de livrare |
| Builder supply | Furnitura constructorului |
| Buyer supply | Furnitura cumparator |
| General terms | Conditii generale |

### 4. Conclusions



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Every profession and every science builds up its own specialized language use and terminology. Technical terminology differs from the terminology of professions in being more systematic and based on taxonomy. Naval architects approach language strategically, actually preferring clarity to obscurity.

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