ELEMENTS AND RESOURCES FOR THE CREATION OF NEW TERMS IN THE ROMANIAN MARITIME TERMINOLOGY

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Abstract: *Like many other terminologies, the maritime terminology developed in the second half of the nineteenth century, through the translation of foreign textbooks related to the field of navigation. The translation of such documents was done in several ways, allowing the creation of new maritime terms in various ways: through linguistic loans, through word translations, through linguistic calques, by using the internal processes of derivation and composition, etc. Therefore, most of the Romanian maritime terms are neologisms. These lexical innovations are entrenched in the Romanian language because they needed to adapt to new realities and changing societal needs. The Romanian maritime terminology involves a certain multilingualism. Sailors, forced to communicate in a foreign language to understand and make themselves understood, tended to imitate the languages of those with whom they came into contact, be they French, Italian, German, Spanish, English etc. Consequently, because of the many loan words that have enriched its structure, the maritime vocabulary is highly heterogeneous. Some of these terms have a single etymological source, such as: abandon, alură, amara, anemograf, anemometru, baliză, banchet, barograf, bastingaj, belier, capot, cart, catapultă, carlingă, derivor, deroşeză, epavă, etambreu, hublou, iaht, lusin, madrieră, manşon, panou, pilot, ponton, radă, sabord etc. Other maritime terms have multiple possible etymologies, or more precisely an uncertain etymology, such as: Rom. balast < Fr. ballast, cf. Engl. ballast, Rom. balenieră < Fr. balenière, It. baleniera, Rom. bord < Fr. bord, It. bordo, Germ. Bord, Rom. bric < Fr. brick, It. brik, Germ. Brick, Rom. brigantină < It. brigantino, Fr. brigantine, Engl. brigantine, Germ. Brigantine, etc. A small part of the Romanian maritime terms have unknown origins. In the case of the following terms, for example, an acceptable etymon, both phonetic and semantical, couldn't be identified: rai „wooden wheel on which ropes are rolled"; rujar „port worker"; saulă, şcondru, verfafor, bandulă, etc. There are also some maritime terms which have a controversial etymology. This type of neologisms can be explained either through loans or through internal means, such as the derivation or the semantic neology. Such is the case for the Romanian words braţ, măr, picior, etc., whose forms come from Latin, but which have considerably enriched their meanings through the semantic calques of foreign origin, mostly French and English.*
Keywords*: linguistic loan, linguistic calque, maritime term, French origin, word formation.*

Observations on maritime loan-words

The linguistic loan represents one of the external enrichment processes concerning the Romanian vocabulary, in general, and the Romanian maritime vocabulary, in particular; its richness and diversity contributing decisively to structuring terminologies, insofar as the linguistic material borrowed is indispensable for a specific domain. When referring to *linguistic loans*, we have in mind the taking as such of a foreign term, usually a simple term, non-derivative or compound. However, it is clear that the linguistic loan refers not only to simple structures, but also to phraseological structures.

From the point of view of the etymological sources, the Romanian maritime terms are characterized by diversity, and can be divided into several categories:

 a. Maritime terms having a single etymological source, French, for example: *abandon, alură, amara, anemograf, anemometru, baliză, banchet, barograf, bastingaj, belier, capot, cart, catapultă, carlingă, derivor, deroşeză, epavă, etambreu, hublou, iaht, lusin, madrieră, manşon, panou, pilot, ponton, radă, sabord,* etc.

As far as the loans from French are concerned, the transfer to Romanian was accomplished less gradually than the loans from other foreign languages. This is because many neologisms which entered Romanian language after 1840-1850 were established from the beginning to the form they have today, and the maritime neologisms of French origin fit perfectly into this category.

Maritime terms having multiple possible etymologies, or terms coming from two or more different sources, one of which is French:

 Rom. *balast* < Fr. *ballast*, *cf.* Engl. *ballast*
 Rom. *balenieră* < Fr. *balenière*, It. *baleniera*
 Rom. *bord* < Fr. *bord*, It. *bordo*, Germ. *Bord*
 Rom. *bric* < Fr. *brick*, It. *brik*, Germ. *Brick*
 Rom. *brigantină* < It. *brigantino*, Fr. b*rigantine*, Engl. *brigantine*, Germ. *Brigantine*
 Rom. *bulină* < It. *bolina*, Fr. *bouline*, *cf.* Engl. *bowline*
 Rom. *busolă* < It. *bussola*, Fr. *boussole*, Germ. *Boussole* etc.

 b. Maritime terms having a controversial etymology (neologisms which can be explained either by a linguistic loan or by

internal processes, such as semantic derivation or neology). Such is the case of the words *braţ, măr, picior,* etc., formally derived from Latin, but which have considerably enriched their meaning through the semantic calques of French origin.

c. Maritime terms having an unknown etymology. No acceptable etymon, phonetic or semantic, could be identified in Romanian for the following terms:

rai „wooden wheel on which ropes are rolled";

rujar „port worker";

rujare „the operation of leveling the grain loaded in bulk in order to fill the remaining gaps so that the capacity of the hold is used to the maximum";

saulă „shipboard rope used for raising the flag, a sail, etc.";

şcondru / scondru „long cylindrical rod used for various purposes";

verfafor „ type of *scondru*";

bandulă „piece of wood covered in lead, fastened to a rope, used for throwing mooring lines";

ghiordel „bucket made of wood or waterproof cloth used on board a ship".

The importance of the French influence is found to be significant if we analyze *Dicţionarul de marină*, in which, of over 5000 of the specific terms related to the maritime field, around 2000 (simple terms and terminological phrases) have a single etymology, French, or a multiple one (including French). If we consider only the simple terms, about 500 are derived solely from the French and 300 are derived from two or more different sources, one French.

The linguistic calque

The influences of those languages which came in contact with the Romanian language are visibly reflected in its maritime vocabulary, either through direct loans or through imitation.

The linguistic calque /vs./ the linguistic loan

Since we are dealing with an indirect loan, more or less masked (i.e. regarding only the structure, the form or the internal organization of the terms) the neologisms resulting from calques have often been confused with the linguistic loans, the translations or with the internal creations. Therefore, a clear delineation between these linguistic categories is of vital importance.

The most common confusion regards the relationship between the calque and the loan. Jean-François Sablayrolles distinguishes between the two methods using the chronological criterion:

L'emprunt n'est identifiable que si l'on connaît l'existence de la lexie étrangère d'origine et que si l'on sait qu'elle est antérieure à la lexie française et, qui a été modelée sur elle".

In its complexity, any linguistic calque is also a translation and a loan, because it is based on a foreign word, phrase or meaning. However, not every loan is a calque. For example, the words *aisberg, baliză, bigă, cablu, compresor* are loans because they were "transplanted" with the same phonic form and the same meaning from French into Romanian. Thus, the calque is a complex loan; a loan that affects the form and the organization of the phonic material while the linguistic loan itself uses both the form and the phonetic material of the foreign pattern.

Both linguistic processes, the loan and the calque, touch all levels of language: the lexicon, the morphology, the syntax, and are subject, once they enter the recipient language, to the internal development laws of that particular language. This is why, at times, they can be difficult to distinguish from the rest of the vocabulary. Moreover, many terms have entered the Romanian vocabulary first as loans, only to eventually become semantic calques. For example, the word *aspirant* was originally borrowed from the French language, meaning "person aspiring to something, person who wants to achieve something", but later, the same word took after the Russian model, meaning "student of a school of naval officers". As can be seen in this example, the calque is more difficult to distinguish from the loan when the phonetic material is the same.

As far as the maritime terms of foreign origin are concerned, some of them, even though few in number, have found their correspondents in Romanian, without having to be neither borrowed, nor imitated by means of a calque.

In most cases, however, a Romanian equivalent could not be found, and the foreign term had to be borrowed, such as in:

Rom. *acrostol* < Fr. *acrostole*
Rom. *barograf* < Fr. *barographe*
Rom. *compresor* < Fr. *compresseur*
Rom. *helice* < Fr. *hélice etc.*

In other cases, the foreign term was imitated:

Rom. *afunda*, cf. Fr. *afonder*
Rom. *afurca,* cf. Fr. *affourcher*
Rom. *aliniament,* cf. Fr. *alignement*
Rom. *crucişător* (în)crucişa - ător, cf. Fr. *croiseur*
Rom. *cuplu maestru*, cf. Fr. *couple maître*
Rom. *dublu fund*, cf. Fr. *double fond,* Engl. *double bottom*.

From these examples it is clear that, as also stated by I. Ştefan, the loan brings the neologisms into language, while the imitation produces the calques.

Sometimes both types of lexical transposition are possible for the same concept. For example, the obsolete term *pânzar* is a calque after It. *veliero*,

while the Romanian *velier* is a loan after the same Italian word.

The calque /vs./ the translation

In many respects, the terminology seems to be a product of translation, because translation is, as observed by I. Busuioc, "a strategic place for neology". Indeed, in the creation of new terms, translators play an essential role, being among the first to experience the new terms and the new concepts, for which they have to propose an equivalent expressed by an explanatory paraphrase or a neologism.

In the French-Romanian linguistic contact, we can observe that the translations are fewer than the loans and the calques, mainly because the periphrases lead to a more cumbersome expression. As a result, most of the translations were generally backed by loans, and those which came into prominence in the end were the loan-words and not the translations.

In addressing the problem of the linguistic calque as related to the translation, we have noticed a rather large inconsistency in the treatment of translation. On the one hand, it is acknowledged the fact that "any calque can be considered a translation, without which it cannot be conceived"; while, on the other hand, however, "not every translation is a linguistic calque". For this reason, the distinction between calque and translation can sometimes be very difficult to realise.

The linguistic calque necessarily brings about a new lexical or semantic element, unlike the translation, which works only with existing elements from the target language. For example by translating the term Fr. *pont* by Rom. *punte*, the vocabulary is enriched neither from a lexical, nor from a semantic point of view. However, the situation is different for the verb *a guverna*, which, although already present in the language, receives the extra meaning "to steer a ship", marked by the influence of the French word *gouverner*.

There are also some conceptual differences, in the sense that, if in the case of translations, the concept exists in the two languages, the calques are often about a concept which could not be found in the recipient language, but which was present in the donor language.

Internal means for the creation of Romanian maritime terms

At this point of our paper, we will focus on the internal means of creating maritime terms, that is the formation of new terms from existing linguistic material, operating according to the transformational and generative rules of the Romanian language system.

Thus, when we talk about the maritime neologism, we refer to any lexical creation that appeared during the development of this type of language, whether that particular lexical item was borrowed

or copied after an external model with a structure subject to analysis, or simply obtained following Romanian word-formation processes, the derivation, the composition, etc. The fact that these lexical units have an international character, and that they designate new items of material culture gives them the status of neologisms. Under these conditions, even older words can, in terms of Romanian linguistics, assume the role of neologisms.

The internal means for the creation of Romanian maritime terms can be direct (by creating new lexical items from the combination of existing elements) or indirect (by adapting already existing forms).

Among the direct means of creating the Romanian maritime vocabulary, we mention:
- The derivation:
  abordare, acostare, afurcare, aliniament, arboradă, armare, bandare, capelare, capelagiu, chesonier, compartimentare, convertire, crucişător, dezarbora, distanţier, ecluzist, focar, fumiza, garnisire, godiere, lansator, marinăresc, marinăreşte, marinărie, marinăriţă, matiseală, nenavigabil, navomodelism, pontator, ranfluare, remorcabil, santinier, semaforic, semaforiza, semnalizator, stabilitate, supravieţuire, traversadă, traversieră, virator, vitalitate, etc.
- The composition:
  antenă-radio, carte-pilot, carte-registru, bord babord, bord tribord, cartier babord, cartier tribord, comandant-căpitan, ancoră-grapă, ancoră-şurub, far-goeletă, gabier artimon, navă-goeletă, motonavă-şcoală, meridian compas, tonă-registru, tub etambou, vapor-remorcher, vergă artimon etc.
- The abbreviation:
  OMI (Organizaţia Maritimă Internaţională), cf. Fr. *Organisation Maritime Internationale (OMI)*, Engl. *International maritime organisation (IMO)*;
  OTEP (Organizaţia ţărilor Exportatoare de Petrol), cf. Fr. *Organisation des Pays Producteurs de Pétrole (OPEP)*, Engl. *Organisation of Petroleum Exporting Countries (OPEC)*;
  CMI (Comitetul maritim internaţional), cf. Fr. *Comité Maritime Internationale (CMI)*.
  The above mentioned abbreviations came into

being through translation. Due to the globalization, there are many identical abbreviations for all languages - many of them (most of English origin) do not even have an equivalent in Romanian, and were borrowed as such:

EMSA (Agenția Europeană pentru Siguranță Maritimă), cf. Engl. *European Maritime*

Safety Agency;
SOLAS - (International Convention for the) Safety Of Life At Sea;
EPIRB - Emergency Position-Indicating Radio Beacon;
TEU - echivalent douăzeci de picioare, cf. Engl. *twenty feet equivalent unit*, Fr. *équivalent vingt pied (EVP).*

- The terminological phrases:

Regarding the phraseological units, we note that the Romanian maritime vocabulary is a complex terminological metalanguage, in terms of structure, which can be made of one or multiple lexical units. In all these types of terminological phrases, the nouns of French origin are overwhelmingly predominant. Moreover, the Romanian maritime vocabulary directly or indirectly borrowed a large number of terminological phrases and even whole phrase families from French:

bigă de marfă, bonetă de tangon, bord de acostare, brevet de pilot, busolă de relevment,
centru de flotabilitate, centru de girație, centru de velatură, curent de bordaj, curent de flux, curent de maree, curent de punte, curent de reflux, linie de plutire, linie de arbori, linie de brizanți, linie de grenuri, linie de încărcare, linie de plutire, linie de deplasament, linie de supraimersiune, linie de țărm, arbore de împingere, arbore de încărcare, cabestan de manevră, cabestan de ancoră, nod de sart dublu, nod de sart genovez, nod de sart simplu, nod de școtă simplu / dublu, sistem de navigație costieră, sistem de radiolocație loran, etc.

CONCLUSIONS

In the present article, we analyzed the mechanisms of the French-Romanian linguistic contact, focusing on the major consequences that this contact had in shaping the Romanian maritime terminology. For this reason, we chose to exhibit the three major ways to influence language: the linguistic loan, the calque and the translation. Regarding the linguistic loan, we noticed that some of the lexical criteria of verification are difficult to apply to terms with multiple etymologies. A clear distinction between loan-words which are in fact derived words in the source language and the internal creations of the Romanian language can be difficult to realize. This paper also provides an analysis of the internal mobility of the Romanian maritime vocabulary, which uses largely the same word-formation processes as the general language, with a preference for certain types of derivation and composition. In addition, the use of phrase structures is another way of establishing the vocabulary in the field of seamanship.

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