

ENGLISH AND FRENCH INFLUENCES ON ROMANIAN MARITIME TERMINOLOGY

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Abstract: Any science, trade or professional association tends to develop its own language and terminology system, responsive to the needs of communication that a particular profession entails and, inevitably, contributes to enriching the language. This paper aims to analyse the Romanian maritime terminology and discuss the influences that have marked it most profoundly during the last centuries, namely the French and English languages. It also illustrates how the number of loan words taken from these international languages has increased during the last two centuries, affecting not only the maritime vocabulary, but the Romanian basic word stock as well.

Keywords: linguistic influence, linguistic loan, maritime term, maritime vocabulary.

Lately, more attention was paid to the study of terminology and the importance it has in linguistics. Speaking of language styles, Al. Graur divides them into: professional styles, literary styles and non-literary styles. The first of these are determined mainly by the speakers' occupation, and the other by the cultural level of the speakers. In this respect, maritime terminology belongs to the professional style, which, unlike other functional styles is characterized by homogeneity, inaccessibility and a lower level of expression.

Currently, the professional vocabulary is one of the most dynamic, more mobile and more easily penetrable parts of the language. It provides conclusive evidence of the evolution of scientific, economic, and cultural society. The more advanced the scientific domain, the more advanced its terminology is. In this context, one can easily determine the development of a professional field, based on its language terminology only. In this sense, maritime terminology is no exception.

Like any other scientific and technical fields (medicine, computer science etc.), naval terminology is marked by the presence of loan words. This part of the Romanian vocabulary has enriched considerably since the nineteenth century. Most terms are loans from languages of greater tradition in the maritime field, mainly French and English, followed by Italian, Spanish, Portuguese, Turkish, Russian, etc. An etymological analysis of the loan words shows that most of them come from French. In recent decades, however, a growing English influence has been felt, marked by the economic development and the increasing global economic contacts.

Lexical loans and linguistic calques continuously fueled the Romanian maritime vocabulary structure. They have facilitated the entry of terms coming from languages that dominated the Mediterranean sea and the Black Sea (Turkish, Italian, French, English) – they are the languages of those people who enjoyed the greatest "prestige" in the field, they possessed the greatest technical development level. Therefore, the Romanian maritime vocabulary contains Turkish terms, such as: *caic*, *ceam*, *edec*, etc.; a large number of Italian terms: *bocaport*, *opera vie*, *opera moartă*, *barcă*, etc.; the nineteenth century brings forth numerous loans and calques coming from French, while the twentieth century marks the English "domination".

We will now illustrate the ideas already mentioned by exemplifying a series of Romanian maritime terms, grouped in a number of big categories: ship types, ship structure and seafarers professions and ranks aboard ship.

As far as the terms naming **ships and boats** are concerned, they went through a continuing renewal during the last century, new lexical items were permanently added, especially due to the emergence, on the international scale, of modern ships and boats and the lack of Romanian terms corresponding to these realities. For economy reasons, we shall only refer here to the merchant marine.

The majority of terms referring to merchant ships were borrowed in the nineteenth century and come from

French, eg.: *goeletă* (Fr. *goelette*), *șalupă* (Fr. *chaloupe*), *bric* (Fr. *brick*), *remorcher* (Fr. *rémorqueur*), *vapor* (Fr. *vapeur*), *dragă* (Fr. *drague*). The noun phrases generally contain two terms (e.g. (*șalupă remorcher*, *vapor poștal*, *vapor de mărfuri*)).

In the twentieth century, the structure of the maritime terminology varies according to the moment the terms entered the language. In the first part of the twentieth century, maritime trade is experiencing a development that allows the emergence of new freight and passenger ships, therefore, new words, such as: *pachebot*, *tanc*, *tramp*, *liner*, *ferry-boat* appear. There is a tendency to use the loan words transcribed into the English spelling, which sometimes makes the pronunciation in Romanian to be different from English.

In the second half of the twentieth century, once with the diversification of the specific literature, the number of terms referring to boat types increased; hence the variety of terms derived from French: *balenieră* (Fr. *baleinier*), *mineralier* (Fr. *minéralien*), *vrachier* (Fr. *vraquier*) or English: *navă tip shelterdeck* (En. *shelterdeck ship*), *navă tip roll-on/roll-off* (En. *ro-ro ship*), *ro-ro celular* (En. *ro-ro cellular ship*), *ro-ro multideck* (En. *ro-ro multideck*), *navă LASH* (En. *LASH ship - Lighter Aboard Ship*), *trawler/trauler* (En. *trawler*), *barjă* (En. *barge*). However, most of the terms naming sport boats come from English: *dinghi* (En. *dinghy*), *finn* (En. *finn*), *snip* (En. *snipe*), *star* (En. *star*), *cuter* (En. *cutter*), *drifter* (En. *drifter*), *schif* (En. *skiff*).

The terms that refer to **parts of the ship** are mainly borrowed in the nineteenth century and the first half of the twentieth century, to the detriment of local terms, which are almost completely missing. In the second half of the twentieth century, the terms naming parts of the ship are mostly noun phrases. Ultra-specialized new terms are also emerging but are not yet included in dictionaries.

French gave us many **simple nouns**: *bord* (Fr. *bord*), *babord* (Fr. *bâbord*), *cabină* (Fr. *cabine*), *cală* (Fr. *cale*), *carenă* (Fr. *carène*), *castel* (Fr. *château*), *chilă* (Fr. *quille*), *coca* (Fr. *coque*), *damă* (Fr. *dame*), *elice* (Fr. *hélice*), *etambou* (Fr. *étambot*), *etrava* (Fr. *étrave*), *hublou/iublou* (Fr. *hublot*), *prova* (Fr. *proue*), *punte* (Fr. *pont*), *pupa* (Fr. *poupe*), *teugă* (Fr. *teugue*), *sabord* (Fr. *sabord*), *santină* (Fr. *santine*), *tribord* (Fr. *tribord*), *timonă* (Fr. *timon*), *traversă* (Fr. *traverse*); **derivatives**: *timonărie* (Fr. *timonerie*), *bordaj/bordagiu* (Fr. *bordage*) and **noun phrases**: *bord babord* (Fr. *bord bâbord*), *bord tribord* (Fr. *bord tribord*), *bordaj exterior* (Fr. *bordage extérieur*), *careul ofițerilor* (Fr. *le carré des officiers*), *clozoane etanșe* (Fr. *cloisons étanches*), *punte chiușată* (Fr. *pont cuirassé*), etc.

The noun phrases contain certain key-terms, such as: *punte de comandă*, *punte de manevră*, *punte falsă*, *punte inferioară*, etc.), *bord* (*bord babord*, *bord tribord*, *bord liber*, *bord de sub vânt*), *linie* (*linie de plutire*, *linie a bordului liber*, *linie de plutire balast*, *linie prova*), etc.

Many of the terms naming parts of the ship have been formed by means of lexical caque: *pinten* (Fr. *épéron*), *bord liber* (En. *free-board*), *careul ofițerilor* (Fr. *le carré des*

officiers), *clozoane etanșe* (Fr. *cloisons étanches*), *trombă de vânt* (Fr. *manche à vent*), *bow thrust* (En. *propulsor prova*), *spargeval* (En. *break – water*), etc.

The terms referring to **seafarers professions and ranks** aboard ship, are marked by loans from French, and have become increasingly present since the beginning of the nineteenth century: *căpitan* (Fr. *capitaine*), *comandor* (Fr. *commandeur*), *marinar* (Fr. *marinier*), *matelot* (Fr. *matelot*), etc. the number of noun phrases increases, many of them being calques: e.g. *marinar de punte*, *om în prova*, *șef de gabie*, *căpitan de cursă lungă*, *ofițer de cart*, *operator radiotelegrafist*, *șef de echipaj*, etc.

In the twentieth century, the terms naming seafarers professions and ranks come mainly from English. Crews are usually mixed, which is why they choose English as the common language. Loan terms are usually formed by means of derivation: *agent* (En. *agent*), *skipăr* (En. *skipper*), *mastăr* (En. *master*), *fităr* (En. *fitter*), *stewart* (En. *stewart*), *bos/bosul* (En. *boaswain*).

Between the specialized language and the common, everyday language there has always been a constant interaction. Common language does not clearly differentiate itself from the specialized language, the borders between the two being sometimes unclear. This is demonstrated by the presence of both lexical-semantic categories in the general explanatory dictionaries, as well as by the mutual transfers that take place between the two levels of language. Most specialized languages are created on the basis of the common language and, in turn, influence the common language. This phenomenon is even more evident today when science and technology enter, more than ever, the everyday life through scientific knowledge and technical vulgarization.

Even though the barriers between the common language and the professional one are not always clearly drawn up, certain terms are part of the seamen's jargon, and are therefore exclusively used by sailors. Those who do not face such needs and activities do not use this language. The ordinary man, for example, does not *moor* (to tie a vessel to a wharf or a mooring buoy), does not *let go anchor* etc. There is, however, a common sea language, commonly used both at sea and ashore. There are many metaphors and idioms borrowed from the sea and the sailors. For example the word *port*, a word borrowed from French, and its derivatives: *oportun*, *oportunitate*, *oportunism* (Fr. *opportun*, *opportunité*,

opportunisme). Some of these words' original meaning faced a deterioration with time. If the original meaning of these terms was "to be able to reach the port during the storm", depicting the ship finding its way to port in adverse conditions, the meaning has changed (most likely due to the English influence) and has come to have a different connotation a negative one even.

We also mention a number of verbs that have changed the original meaning, for example: *a aborda* (Fr. *aborder* – to reach a wharf, a ship); *a acostă* (Fr. *acoster* – to approach the wharf); *a demara*, which comes from the French *démarrer* (contraction of *desamarrer*); *a derapa*, (Fr. *déraper*), which initially illustrated the dragging anchor; *a deriva* (Fr. *dériver*) – to steer away from the normal route; *a evita* (Fr. *éviter* – to maneuver the ship in order to avoid a threat); *a remorca* (Fr. *remorquer*) – to tow a ship, etc.

There are also many idioms formed with the use of maritime terms: *larg*, *liman*, *mal*, *pânză*, *punte*, *remorcă*, *val*: *în largul unui loc* (all over the place), *a lua largul* (to flee, to run away), *a ajunge la liman* (to reach a destination), *a duce/scoate pe cineva la liman* (to help someone in a difficult situation), *a se da ca apa de mal* (to make efforts), *a da carul de mal* (to fail), *a da de mal pe cineva/ceva* (to destroy), *a fi cât malul* (to be very big), *a ieși la mal* (to pull through), *a se îneca ca țiganul la mal* (to give up at the very end), *a se face luntre și punte* (to do the impossible), *a fi la remorca cuiva* (to be subordinated to someone), *a fi la deriva cuiva* (to depend on someone), *a se îneca corabiile cuiva* (to be very sad), *a trage barca pe uscat* (to lead a difficult life), etc.

The above observations allow us to reach the following conclusions: language reflects the social behaviour of a group, therefore the profession's influence on language cannot be ignored. Bilingualism and multilingualism deal with the influence of one language over another, and with the lexical novelties brought in a language by the contact with a community that has a different language. As for the Romanian maritime language, it seems to have undergone, over time, the domination of several languages; however, none more influential than French and English. We also pinpointed the connection between the common vocabulary and the maritime one. The analysis took into account the reciprocity aspect of the relationship common language / maritime language as both compartments of the vocabulary interact and complete each other, contributing to the renewal and the enrichment of the Romanian language

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