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Specification of rendering abbreviations in marine terminology

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Abstract

Acronyms or abbreviations may seem insignificant in lexicography, but they are a problem for seafarers and can easily disrupt smooth translation or interpretation. The article analyses the formation of English abbreviations and their rendering into Russian, highlights the problems they pose to the translator, and ways of their overcoming. Since English is considered the language of globalization, a simple solution for a seafarer is to translate the abbreviation as "borrowed" words with further explanation if necessary. A list illustrating the three main categories of abbreviations is contained in the article.

Key words: abbreviations, context, descriptive translation, equivalent, method.

Shipping is now developed all over the world and for better understanding between different nationalities, English was adopted by the international language of communication. The English language has a strong tendency to various kinds of word abbreviations. The use of abbreviations is a relatively new linguistics phenomenon. The art of reducing a sequence of words to their initial letters became well developed in the late 50s and 60s. This phenomenon portrays the characteristics of the modern era, in which technical and scientific discoveries are developing fast along with all manner of organizations and institutions. With the emergence of modern information and communication technology, in particular the internet and mobile telephony, there have appeared a number of abbreviations, such as HTML, FAQ, SMS, which are used in various languages before they are entered into dictionaries. Meanwhile, the formation of abbreviations follows certain patterns, which, if the translator is familiar with them, could leave him stress-free when faced with such a sequence of letters. According to Tournier, there are up to thirty types of abbreviations. [5]

If abbreviations can constitute difficulties for the seafarer, one could imagine a situation where there is a dialogue in the cockpit, and suddenly he is bombarded with a sequence of abbreviations from the speaker.

The relevance of this topic is due to the fact that the abbreviations in English, or abbreviated spellings of words and expressions on the first or several first letters of the word, have already become firmly established in marine terminology. Each manual, the passport of technical operation, the contract includes abbreviations. And sometimes there arise difficulties in their translation. This article is devoted to the study of the complication of the translation of marine abbreviations. Specific and general English abbreviations and acronyms are supposed to be an integral part of seafarer's vocabulary reflecting his/her high standard of professionalism. Consequently, their ignorance may lead to a rather awkward situation caused by their misinterpretation and misuse.

An abbreviation is a shortened form of a word or group of words. Depending on the abbreviation, it may be written in capital or small letters and with or without one or more periods. There are a lot of miscellaneous abbreviations in English. For example: a.m. (before noon); e.g. (for example); etc. (and so on); ft. (foot, feet); lb. (pound, pounds); ESL (English as a second language); IBM (International Business Machines); ID (identification); Ltd. (limited); PC (personal computer); U.S. (United States). Abbreviations are often employed in tables, footnotes, lists, catalogues, orders and bills, drawings, drafts, figures, captions to illustrations, and the like – that is, where space is tight and brevity is necessary. Although there may be a wide range of abbreviations in technical writing, some abbreviations may also

be used in informal writing (for example, in informal letters to friends and relatives). Abbreviations in different written materials should be standard, recognizable and understandable; only the forms given in the dictionary should be used. A list of abbreviations and their full forms may be provided at the beginning or at the end of the material in which the abbreviations are used.

There are three types of abbreviations: letter abbreviations, syllabic abbreviations, and truncated words. Letter abbreviations are formed from the initial letters of abbreviated words and word combinations, for example: e.m.f. - electromotive force, CR-crane, TW-tween decker, VP-vapour pressure. [1] Syllabic abbreviations arise from the initial syllables of the word combination components. The syllables form a fused writing, read as a separate word: LDGINST-loading instrument, LDGMANUAL-loading manual. [4] One of the most interesting and heterogeneous class of lexical abbreviations comprises truncated words. Traditionally isolated truncation is formed by apocope (truncating the last element of the word, e.g. SPEC-specifications, DAM-damage, Ar-Argon, AUX-Auxiliary), apheresis (truncation of the first element, significantly less productive type of truncation) and syncope (loss of sounds and letters within words, e.g. BLR - boiler, dB - decibel, DK-Deck).

If the difficulty in rendering abbreviations from English into Russian arises, one of the following methods of their translation may be put into use:

1. Search for the equivalent in the Russian language. It involves the use of existing Russian words, fully or partially reflecting the meaning of the English term, for example, ABS (American Bureau of Shipping) - АБС (Американское бюро судоходства), kW (kilowatt) - кВт (киловатт), rpm (revolutions per minute) - об/мин (оборотов в минуту), ME (main engine) - ГД (главный двигатель). [1]

2. Descriptive translation of abbreviations by their full form. This method is used if it is impossible to find an equivalent in the language to which the translation is made. This method implies conveying the meaning of the word with the help of its description or explanation, for example, PSI (Pounds Per Square Inch) – фунт на квадратный дюйм, DWT (deadweight tons) - грузоподъемность, LF (low frequency) - низкая частота, GT (gross tonnage) - валовая вместимость. [1] Descriptive translation is a more frequently used method of rendering abbreviations due to the fact that in the Russian scientific and technical styles the contracted words are used much less often and therefore many English abbreviations need to be developed in full-alphabetic words.

3. Names of international maritime organizations and regulations are often transliterated, as for example: SOLAS (safety of life at sea) - СОЛАС, MARPOL (international convention for the prevention of pollution from ships) - МАРПОЛ, IMO (international maritime organization) - ИМО, TOVALOP (tanker owners voluntary agreement concerning liability for oil pollution) - ТОБАЛЮП. [4]

4. International abbreviations are often left without any translation. Computer area is abundant in examples: HTML, CDROM, DVD.

At the same time, it must be kept in mind that the broad use abbreviations in English results in a large number of homonymic abbreviations that demands from the translator attentive selection of the necessary meaning, for example: AS-air supply, AS-Annual Survey, As-arsenic, AS-Australian Standard; HP-high pressure, HP-horizontal parallax, HP-Horsepower, Hp-precomputed altitude; EO-Enabling Objective, EO-Engineer Officer, EO-Equal Opportunity (military), EO-Executive Order. As experts advise, the translation of abbreviations should be based on the context. An explanatory dictionary or reference source can help clarify the meaning of an abbreviations. When translating abbreviations, it is necessary to take into account the scope of their application, as well as the semantic links between the components in terms-word-combinations.

And in conclusion, the translation of technical and scientific acronyms and literature is a complex, laborious, independent and even to some extent research work in the field of language and a specific specialty. It can be seen that abbreviations are widely used in marine

terminology, and I would like to note that the translation of abbreviations is a very important point in the work of a seafarer and their adequate rendering leads to the efficient operation of the vessel.

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