

## THE NECESSITY OF RELEVANT DICTIONARY CONTEXTUALIZATIONS FOR THE TRANSLATOR OF NAVAL ARCHITECTURE TEXTS

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**Abstract:** Translating naval architecture texts involves, besides knowledge and practice in the field, using specific terminology. The ability of handling specific terminology is supposed to be increased by relevant dictionary contextualizations illustrating the meaning and usage of naval architecture terminology. The technical dictionaries available, either on paper or as a wide web resource, provide the translation of terms, i.e. the ‘equivalent(s)’ in the target language, and, in some cases, the explanation of meaning. However, these dictionaries lack the contextualizations that can help both students and translators. The paper focuses on some existent dictionaries and their relevance for the naval architecture translator. It also provides a possible model for dictionary items accompanied by an explanation and contextualization, which prove to be very useful for students and translators. Special attention will be paid to the lexical characteristics of the Romanian and English naval architecture terminology and relevant contextualizations will be given to illustrate the meaning.

**Key words:** naval architecture, English texts, translating naval architecture Romanian texts, terminology, context relevance, contrastive analysis, English and Romanian technical dictionaries.

### 1. Introduction

Translation is understood as an act of carrying the meaning of a text from one language to another. This process involves interpretation of meaning of the source text and producing the same meaning in another language. Text however cannot exist out of context. By context what is meant is the entire environment in which the word or sentence is expressed or stated. So a translator has to go into the background of the text to understand the text. Thus translator first de-contextualizes the original text and re-contextualizes it for the target text. This forms a good contextualized translation.

### 2. The translation of naval architecture texts

As Mona Baker (2006, p.321) observes, "The notion of context has been extensively invoked but rarely critiqued and elaborated in the study of translation and interpreting." Context also lacks a definition that can be applied in the everyday work of a professional translator.

In a special issue of the Journal of Pragmatics dedicated to the notion of context in translation and interpreting, Mona Baker and Juliane House provide an extensive review of approaches to the study of context. Together, Baker and House provide a substantial overview of the literature about context and make it clear that most discussion of context is from outside of Translation Studies. Baker goes so far as to claim that “translation scholars have so far largely ignored the obvious centrality of the notion of context to their own discipline.” She suggests that instead of treating context

as a constraint, "a set of restrictions on what we can or cannot achieve in translation and other communicative events," it might be more productive to "recognize context as a resource." Although it may not be exactly what Baker had in mind, the present article indeed treats context as a set of resources that need to be available to translators.

In addition to the dimension of contrasts discussed by Baker and the dimension of traditions discussed by House, we also add a third dimension: purpose. Purpose indicates why one is interested in context. For example, one could study context in translation either for the purpose of analyzing existing translations or for the purpose of improving the production of new translations. The most explicit breakdowns of context into components in the Translation Studies literature are borrowed from functional approaches to linguistics: the 'context of situation' from Systemic Functional Linguistics, consisting of field, tenor, and mode (Halliday, 2004 & 2007; Manfredi, 2008), and the SPEAKING model of communicative competence from Hymes (1996), consisting of setting, participants, ends, act sequence, key, instrumentalities, norms, and genre. These components of context are primarily intended to provide a framework for the purpose of scholarly analysis of texts, including translations. We will now present a breakdown of context into components primarily intended to provide support for the production of (target) texts. From this perspective, context is related to the specifications from which a translator works. The notion of translation specifications is related to the notion of the translation brief in the Functionalist stream of translation theory (Nord, 1997 & 2007), which originated with skopos theory (Vermeer, 1978) but has moved beyond it.

After considering all the above mentioned theories and theorists we can conclude that context is essential. An individual word, such as '*after*' (*after peak*, *after peak bulkhead*, *after perpendicular*) cannot be translated in isolation, unless the target language happens to maintain the same ambiguity as the source language. The word combines to reveal new meanings:

- 1) *after*: farther aft, nearer the stern "the after house."
- 2) *after* *Nautical*.adv. *Toward the stern*.prep. *Toward the stern from*. [Middle English on baft : on, at; see [on](#) + baft, to the rear (from Old English beæftan, behind : be, by, at + æftan, behind). [14]
- 3) *abaft*: the hinder part of a ship, or some point nearer the stern than any given part, as abaft the fore-mast. [11]
- 4) *after*: a phrase applied to any object in the hinder part of the ship, as after hatchway, the after-sails
- 5) *afterbody*: that part of the ship's hull abaft amidships section.
- 6) *afterbody*: That part of a ship's hull which lies aft of the midship section. It embraces the whole of the after half of the hull from upper deck to keel, and on the designed shape of the afterbody depends the run of the ship. [12]
- 7) *afterbody*: the portion of the ship's hull aft of amidships [12]
- 8) *after-hold*: the hold in a vessel abaft the engine-room compartment when the engine-room is located amidships; the hold just forward of oil or coal bunkers, boiler or engine-room compartment, when located in the stern.
- 9) *after-hoods*: the end strakes of planking at the stern, terminating and fastened to the deadwood or the rabbet in the sternpost.
- 10) *after hatchway*: the hatchway nearest the stern
- 11) *after-peak*: the extreme aft part of a ship's hold under the deck.
- 12) *after peak bulkhead*: the bulkhead at the stern next to the after peak; always watertight
- 13) *after peak* :a compartment just forward of the stern post. It is generally almost entirely below the load water line
- 14) *after peak bulkhead*: The compartment of the stern, aft of the aftermost watertight [12]

- 15) *after-perpendicular*: a vertical straight line located at the after edge of the rudder-post; the after face of rudder-post, often referred to as a. p. on plans and specifications. (used to calculate the "length between perpendiculars" of a ship~jeh)
- 16) *after perpendicular*: a vertical line at right angles to the base line at a point designated by the naval architect
- 17) *after-rake*: that part of ship's hull abaft the stem-post; the stem overhang; a term describing the inclination of the ship's masts, funnels or smokestack.
- 18) *after-sails*: those sails carried on sail ship or steamer not spread on masts, booms or yards forward of the midship section of the vessel.
- 19) *after-timber*: those timbers in a vessel's hull abaft the midship are section.
- 20) *after-yard*: any yard carried on any mast abaft the midship section; the wireless yard on the main, mizzen or jigger mast.[18]

In a dictionary, example sentences are even more important than definitions. A definition does one job: it tells you what a word means. Example sentences, on the other hand, perform at least three tasks:

- 1) They let you check if you've understood the definition correctly.
- 2) They show you how to use a word in sentences — how to connect it with other words and with grammar structures.
- 3) They program your brain to produce correct English sentences.

To support our view let us give some relevant examples/illustrations for „after“ collocations in naval architecture to show how example sentences/illustrations are useful to enlighten the meaning:

- 1) *abaft* :The stern is *abaft* the beam.[21]
- 2) *after-body* :  
 „The extension of slender-body theory to account for the interaction of the *afterbody* with vortex sheets shed upstream has been carried out by Newman and Wu (1973) in the general case where the local lateral velocity of the body differs from the downwash of the trailing vortices.” 1882, John Wilson Danenhower, Lieutenant Danenhower's Narrative of the "Jeannette", page 32  
 John Nicholas Newman, chapter 7, Marine Hydrodynamics, ISBN 0262140268, page 343;” As well as could be judged by looking down through the water under the counters, there was no injury whatever to the *afterbody* of the ship.” 1882, John Wilson Danenhower, Lieutenant Danenhower's Narrative of the "Jeannette", page 32;
- 3) *after hold* :  
 "The ship shook much more violently, and smoke began coming into the *after hold*." [20] ;  
 „Then up and spoke the caulkyers bold,  
 Which was packing the pump in the *after-hold*:  
 "Since you with us have made so free,  
 Will you kindly tell what your name might be?" Rudyard Kipling, *The Sailor*[20]
- 4) *after hatchway* :To the main and *after hatchway* a rabbet is likewise taken out from their lower and inner edges to allow the gratings to be placed on a level with the deck when they are working the pumps[...] An Introductory Outline of the Practice of Ship-building, &c. , John Fincham,1825,Portsmouth Dock Yard ,Harvard University Library
- 5) *after-peak*

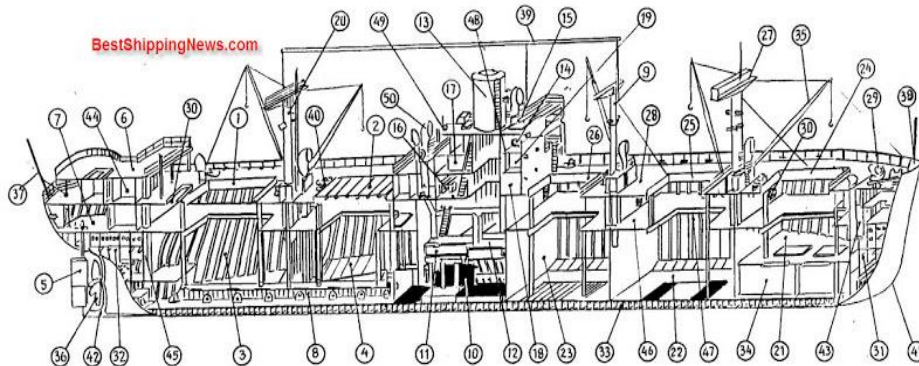


Figure 1

In Figure 1, number 32 is the *afterpeak tank*. Providing a proper illustration helps the technical translator even more. Some dictionaries provide illustrations which are very useful for translators and students. However, there is no illustrated Romanian technical dictionary, nor there is any illustration in current Romanian technical dictionaries (monolingual or bilingual ones). [23]



Figure 2

In figure 2 we can see how an *after-peak tank* looks like in reality. If we consider a translator through the perspective of a multiple intelligence learner, he/she has a real support in his translation. The translator can see the term he is supposed to render in another language. The brain has an actual representation of the object. Both signified and signifier is given to the technical translator.

#### 6) *after peak bulkhead*

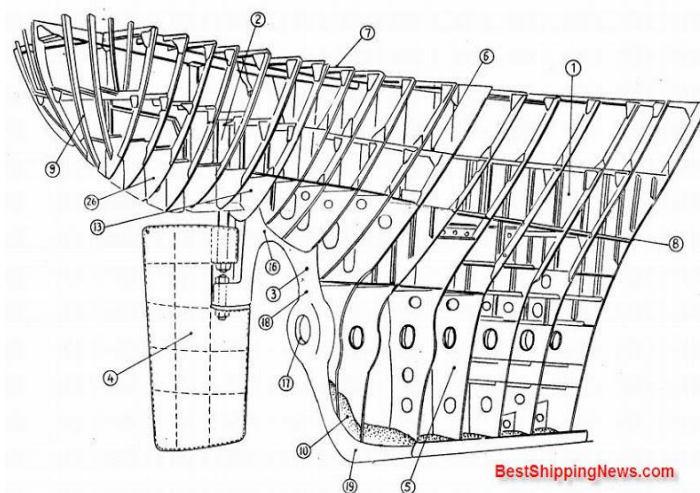


Figure 3

In figure 3 number 8 illustrates an after peak bulkhead.

- 7) *after-perpendicular*: represented by a vertical line at the intersection of the designed load waterline and the after side of the rudder post, or the centerline of the rudder stock where there is no rudder post; AP for short [19]

Figure 4 shows the after-perpendicular:

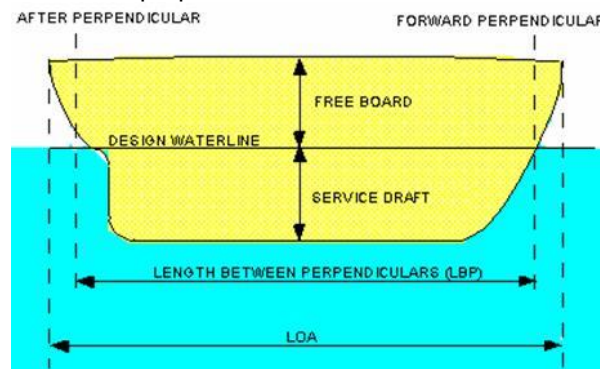


Figure 4

In addition to the illustrations and context provided above, we should add that it is only at <http://www.schoolofsailing.net/glossary.html> we can find some examples for few naval architecture terms:

- 1) *abaft*. Behind; as in: *The stern is abaft the beam.*

Shifting the perspective towards the Romanian dictionaries we observe easily that what they lack are the grammar explanations and origins which are very important for any linguist, as well as many collocations recently entered in shipbuilding glossaries and dictionaries. These details are at [www.answers.com](http://www.answers.com), but no context is given on the website. In Romanian bilingual technical dictionaries the term „after” is rendered as follows:

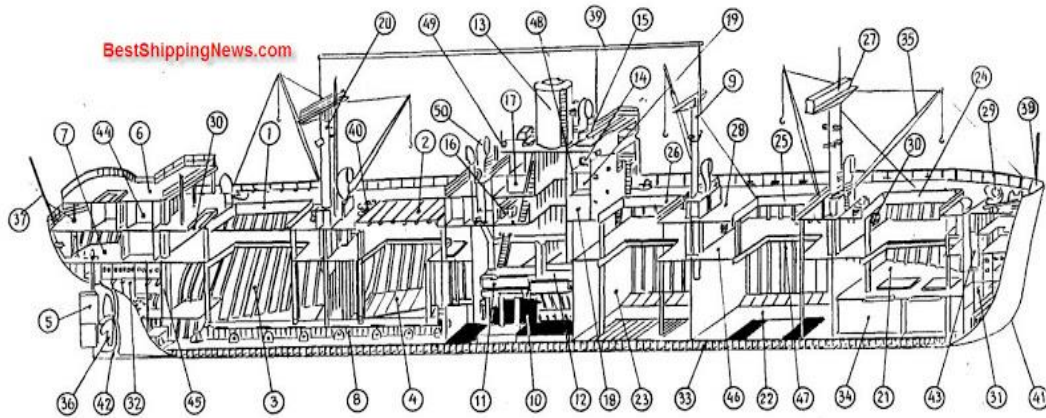
- 1) *aft*: pupa; la/spre/dinspre pupa
- 2) *after*: la/spre pupa
- 3) *afteradmission*: admisie ulterioară/după punctul mort superior
- 4) *afterbake*: întârire ulterioară [22]

Some collocations of „after” from the naval architecture field are not mentioned in the technical Romanian bilingual dictionary: *after body*, *after-hold*, *after-hoods*, *after hatchway*, *after-peak*, *after peak bulkhead*, *after peak*, *after-perpendicular*, *after-rake*, *after-sails*, *after-timber*.

After reading the definition of a word, which we do not find in any Romanian technical dictionary, the translator/student should read the example sentences which contain the word, or see the illustration of the concept. They are the required support to understand the term and its definition.

A possible model of an English dictionary entrance, useful for the learner and translator, could be:

1. **after-peak**: noun \ 'af-tər- ,pēk\ (plural afterpeaks) (nautical) the extreme aft part of a ship's hold under the deck See number 32 in the figure below:



Generally the available current English dictionaries offer us a variety of definitions to choose from. Lexicographers consider the target audience (a student, specialist, translator). In our opinion, it is ideal to have a technical translator that is an engineer and knows the field perfectly. Since these cases are rare, a reliable option would be an easy to understand definition followed by a clear context and a proper illustration. For instance, the word „*back gouging*” has several explanations in shipbuilding glossaries:

(1) (metallurgy) the elimination of excess material from both weld metal and base metal on the opposite side of a partly welded joint; a groove or bevel is formed in order to facilitate complete joint penetration.

McGraw-Hill Dictionary of Scientific & Technical Terms, 6E, Copyright © 2003 by the McGraw-Hill Companies, Inc.

(2) The removal of weld and base metal by arc gouging or grinding from the other side of a partially welded joint to assure complete fusion and penetration upon subsequent welding from that side.[22]

(3) It is the process of removal of weld metal by arc gouging or grinding from the other side of a partially welded joint. The method assures complete penetration upon subsequent welding from that side.[25]

(4) (metallurgy) the elimination of excess material from both weld metal and base metal on the opposite side of a partly welded joint; a groove or bevel is formed in order to facilitate complete joint penetration.[14]

(5) The removal of weld metal and base metal from the other side of a partially welded joint to facilitate complete fusion and complete joint penetration upon subsequent welding from that side. [15]

(6) The removal of poor quality root material by disc grinding or arc-air. [16]

(7) The removal of weld metal and base metal from the side opposite of a partially welded joint to facilitate complete joint penetration.[17]

(8)[...] is the removal of weld and base metal by arc gouging or grinding from the other side of a partially welded joint to assure complete fusion and penetration upon subsequent welding from that side.[27]

In most cases the explanation addresses specialist familiarized with the domain, so the obvious choice if a lexicographer would address a student or translator would be:

(6) The removal of poor quality root material by disc grinding or arc-air.[16]

(7) The removal of weld metal and base metal from the side opposite of a partially welded joint to facilitate complete joint penetration.[17]

since we have only „weld” and „disc grinding” , „ arc-air”as unknown terms .They do not require a lot of research .

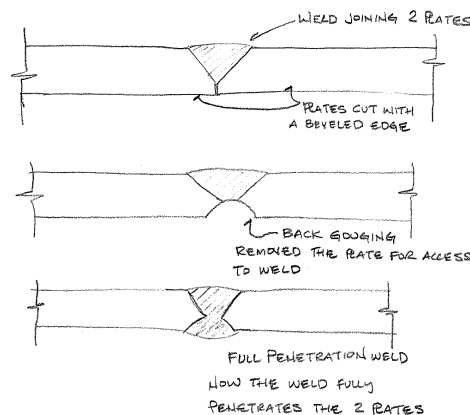
After choosing the definition we should find sentences that illustrate the meaning:

(1) A satisfactory method of getting the required penetration of the finishing weld without excessive reinforcement is to *back gouge* a groove 1/8 to 5/16-in. deep in the top of the joint after the backing weld has been made.[17]

(2) Context *Back Gouge with a grinder to sound metal prior to applying the back weld.*[12]

Even if the first context gives us relevant information, the second one is preferred since it is easy to remember and does not have many(new) specific terms.

Then, an illustration, like the one bellow, of the concept will be necessary for the visual learners .

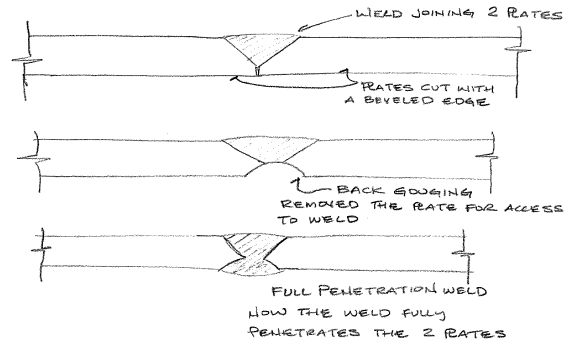


**A sketch to show what full-penetration welding entails.**

Figure 5

Finally, the most complete dictionary entrance would probably be as follows:

2. *back gouging* ['bæk ,gəʊj-ɪŋ] [Middle English, from Old French, from Late Latin gubia, variant of gulbia, of Celtic origin.] (metallurgy) the removal of poor quality root material by disc grinding or arc-air *Back Gouge with a grinder to sound metal prior to applying the back weld.*(figure 5)



**A sketch to show what full-penetration welding entails.**

Unlike the English dictionaries and glossaries, none of the existent Romanian bilingual technical dictionary provides the Romanian equivalent, nor a definition of the term. There are no illustrations of the process in any dictionary and no sentences to clarify the meaning.

In our opinion, a complete Romanian technical dictionary entrance should look like this:

3. *Crăituire înapoi*-îndepărtarea materialului rezidual prin topire *Creituirea înapoi cu flacăra este folosită pentru îndepărtarea anumitor parti de pe o suprafață, de exemplu pentru repararea unor zone cu defecte de sudură. La crăituire jetul de oxigen este aproape paralel cu suprafața piesei, cu scopul de a produce o gaură sau de a îndepărta un strat de material.*(vezi figura)



The dictionary entrance provides the meaning, context and illustration to help students and translators understand and visualize the word.

As we know definition tells you what a word means, i.e. it helps you understand the word when you see it. However, the meaning is only half of the picture. In language, there are not only meanings, but also grammar and collocations. Some words simply “go with” other words. For example, “after” has many collocations ,but only few are present in Romanian bilingual dictionaries. The example sentences and



illustrations help translators and students to learn how to connect a word with other words to produce correct sentences and render meaning. The difficulties for „after” collocations like *after body*, *after-hold*, *after-hoods*, *after hatchway*, *after-peak*, *after peak bulkhead*, *after peak*, *after-perpendicular*, *after-rake*, *after-sails*, *after-timber* are that they are not present in any Romanian (general or technical )dictionary ,and they are hard to find in English dictionaries(even harder to find are proper sentences to illustrate their meaning.

Nida believes that words are strongly linked to their contexts and proposes that it is the responsibility of the translator to determine what is being addressed in order to produce a valid translation. The subsection in chapter three entitled, “Contexts involving Cultural Values,” demonstrates how a word may take on a completely different definition or value from one region or culture to another. Therefore, the translator must realize these differences to create a meaningful translation.

### 3. Conclusion

It is hoped that this article will result in an increased recognition of the importance of context in naval architecture translation and contribute toward greater understanding of the various types of context that may be necessary in complete technical dictionaries that address a large audience (translators and students) without focusing on engineers.

At the same time, we have signalled the lack of terms and their Romanian equivalents in general or specific dictionaries. Nowadays, people travel the world to work and encounter various terms and technology that should be presented to them in Romanian dictionaries. The Romanian dictionaries should be updated to the latest technological discoveries, as well as enriched with relevant example sentences and illustrations. Technical translators should have a useful tool that can ease their work since they cannot travel the world to see all the technological discoveries or read all the book that are on the market at this time (without mentioning the World Wide Web). From the Translation Studies perspective we have also offered a possible model of complete dictionary entrances that, in our opinion, would be very useful for translators and learners.

Since we have easily found many collocations that are not translated in bilingual dictionaries, or not even in all technical English glossaries or dictionaries, we could conclude that this could be the starting point of a further research and development of the existent dictionaries and glossaries, as well as the solid ground for creating new and complete technical or general dictionaries which, due to technological development, should be updated every year if not more often.

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