

## THE PROCESS OF LEXICAL COMPOSITION IN THE FORMATION OF THE ROMANIAN MARITIME TERMINOLOGY

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**Abstract:** *The present paper aims at describing different types of compound lexemes belonging to the Romanian maritime terminology. Composition or compounding is a word formation process very often associated with the specialized languages, where it has demonstrated great productivity. The result of composition is a new lexical unit that usually answers the need for designation of new technical and technological inventions. There is also a degree of motivation in creating compound terms in the field of science and technology, namely the tendency towards lexical economy, which means that communication becomes more concise and accurate. This aspect also stands out in the neological maritime terms obtained by means of this internal word formation process. The compound maritime terms do not comprise analyzable individual elements, but formations of unitary meaning (which can sometimes be very different from the components' meaning), consisting of two or more elements, which have lost their morphological and semantic individuality and have been re-established as autonomous lexical units.*

**Keywords:** *lexical composition, compound maritime terms, word formation*

In the first volume of the linguistic treaty *Formarea cuvintelor în limba română* (volume dedicated to composition), the linguistic composition is defined as the creation of a new word either out of several whole words existing independently in a language; out of subordinate structural elements or out of abbreviations of words.<sup>1</sup>

Thus, according to the formation of compound lexical units we distinguish between:

1. Compounds made up of whole words through parataxis;
2. Compounds formed through hypotaxis;
3. Compounds formed with foreign or neo-classical affixes (the so-called thematic or scholarly compounding);
4. Compounds formed through abbreviation.

As already mentioned,

### Compound terms formed through parataxis or juxtaposition.

Among the structures formed by means of this lexical process, we find:

*antena-radio, carte-pilot, carte-registru, bord babord, bord tribord, cartier babord, cartier tribord, comandant-căpitan, ancoră-grapă, ancoră-șurub, far-goeletă, gabier artimon, navă-goeletă, motonavă-școală, meridian compas, tonă-registru, tub etambou, vapor-remorcher, vergă artimon, etc.*

Most compounds of this type are based on a relation of subordination, the second constituent of the lexical structure functioning as an apposition.<sup>2</sup> The relationship determiner –

determined element may change, in rare cases, without any semantic consequence.

*e.g. vapor-remorcher, far-goeletă, navă-goeletă, etc.*

Some constituents have distribution classes in development:

*e.g. ancora-ciupercă, ancoră-grapă, ancoră-șurub, etc.*

### Compound terms formed through junction (hypotaxis)

In this case, the constituents are linked together by relational elements (prepositions, conjunctions). The terms formed in this way are not very numerous:

*e.g. ac-de-mare, cal-de-mare, jurnal de bord, punct de comandă, stea-de-mare, stație de debarcare, tablou de comandă, etc.*

### Compound terms formed with foreign or neo-classical affixes

The process of obtaining words through scholarly lexical compounding becomes increasingly productive, by analogy with or through the calques of foreign structures. However, many lexical units are formed within the Romanian language.

The composition process is performed frequently by merging two lexical items, even if sometimes both forms may function independently as well.

Among the structures formed in this way, we mention:

*avanport, cargabas, cargafund, electromagnetic, electromecanic, electromagnet, presetupă, platformă, portcontainer, anemometru, axiometru, barometru, higrometru, inclinometru, psihometru / psihrometru, batisferă, girocompas, giroscop, giropilot, radiofar, radiobaliză, radionavigație,*

<sup>1</sup> F. Ciobanu și F. Hasan, *op. cit.*, p. 7.

<sup>2</sup> H. Marchand, 1969, p. 31.

*radioreceptor, radiotelefon, anemograf, barograf, palograf, palogramă, barogramă, servomotor, portavion, portelicopter, loxodromă, nefoscop, psicrometru / psihrometru, salinometru, etc.*

As we can see, many of these structures are formed with affixes and may give rise to whole terminological series created by maintaining the same determiner.

e.g. *radiobaliză, radionavigație, radioreceptor, radiotelefon, etc.*

Another obvious aspect that can be observed, at a close analysis of the lexical corpus, is that the previously mentioned terms were commonly borrowed from French.

e.g.

Rom. *avanport* < Fr. *avant-port*;  
Rom. *cargabas* < Fr. *cargue-basse*;  
Rom. *cargafund* < Fr. *cargue fond*;  
Rom. *presetupă* < Fr. *presse-étoupe*;  
Rom. *platformă* < Fr. *plate-forme*;  
Rom. *portcontainer* < Fr. *porte-containers*;  
Rom. *anemometru* < Fr. *anémomètre*.

There are also some compounds formed by Romanian native word-formation processes, however, these are less frequent:

e.g. *motonavă, supernavă, radiosextant, navisferă, etc.*

#### The spelling of compound maritime terms

The degree of unification of the constituent elements may vary as the compound terms were initially phrases made up of independent elements that gradually became lexical units. This is also reflected in the orthography of the resulting terms, where we can notice the imitation of internationally used structures.

Thus, we have compound maritime terms in which the simple juxtaposition of words is achieved:

e.g. *arbore gabier, bord babord, bord tribord, meridian compass, tub etambou, vergă artimon, etc.*

Far more numerous are the compound terms formed through hyphenation:

e.g. *ancoră-grapă, ancoră-șurub, arbore-gruie, dublu-fund, gard-marină, geniu-marină, carte-pilot, compas-monogiroscopic, compas-mamă, compas-girostatic, macara-portal, navă-bază, navă-cazarmă, radio-goniometru, etc.*

The hyphen is sometimes used to distinguish between the compound terms and the lexical phrases:

e.g. *macara-portal, macara rotitoare*

However, the above orthographies may sometimes be used interchangeably.

There are, of course, agglutinated compound terms, many of whom are the result of scholarly composition.

e.g. *anemometru, barometru, higrometru, giropilot, radiofar, girocompas, giroscop,*

*radioreceptor, radionavigație, portelicopter, portavion, porthartă, servomotor, etc.*

#### The structure of compound maritime terms

Depending on the grammatical and lexical-semantic relationship of their constituent elements, the Romanian compound maritime terms can be divided into two categories:

a. Compound maritime terms, made up of a determiner and a determined element.

- noun + adjective

e.g. *curent alternativ, loch olandez, măr călăuz, raion maritim, secțiune maestră, aripă portantă, bonet parasflu, pavilion național, cuplu maestru, tanc petrolier, tonaj net, etc.*

In this case, the adjective determiner is, most of the times, an attribute of the determined element.

- adjective + noun

Compound terms in which the determiner comes first are far less numerous and more recent:

e.g. *marele pavoaz, micul pavoaz, platbandă, platformă, radioreporter, radiotelefonie, radiostație, radiotransmisie, radiobaliză, scurtcircuit, etc.*

- verb + noun

e.g. *portavion, portarmă, portavoce, servomotor, etc.*

- noun + numeral:

e.g. *ofițer secund, meridian zero, etc.*

In Romanian, the constructions of this type are usually loans or linguistic calques.

e.g.

Rom. *loch olandez* < Fr. *loch hollandais*

Rom. *aripă portantă*, după Fr. *aile portante*

Rom. *cuplu maestru*, după Fr. *couple maître*, etc.

b. Maritime terms formed through coordination, where both elements find themselves on the same lexical, semantic and functional level. They follow the structure *noun + noun*:

e.g. *loch harpon, baliză radar, navă-bază, navă-cazarmă, raportor-diagramă, torpilor-miner, geniu-marină, comandant-căpitan, tonă-registru, carte-pilot, ancoră-șurub, far goeletă, macara-portal, vagon-cisternă, navă spital, etc.*

It is generally considered that the elements of such compounds refer to the features of one and the same concept, or are parts of it. In other words, both elements point to the same referent and reflect one aspect of it.<sup>3</sup>

A different perspective concerning the compound terms formed through coordination belongs to I. Busuioc, who, analyzing the possible syntactic relationships between the constituents of a

<sup>3</sup> Vezi D. Chiș, 2004, p. 4.

compound term, believes that the determiner is an apposition of the determined element, that is a definition of the main term by means of a second one, reduced to an essential feature, expressing a quality or a function of it.<sup>4</sup>

This view is similar to that of H. Marchand, for whom any compound term can be explained as coming from a phrase; the first element of the compound being the cause, followed by the predominant constituent or the determined element. Thus, the linguist explains an English compound such as *steamboat* through *steam powered boat*.<sup>5</sup>

In this regard, we note the fact that some compound terms appear to have been formed by suppressing the relational elements:

e.g. *blocmotor* for *bloc al motorului*<sup>6</sup>

In most cases, the determined element comes first and gives the gender of the compound.

As seen in the above examples, in the terminological creation of maritime terms, the lexical phenomenon of composition occurs mainly in the noun class, compound adjectives being much less frequent:

e.g. *electromagnetic, portelice, monogiroscopic, bigiroscopic, trigiroscopic, giromagnetic, portavion, portelicopter*, etc.

In the following examples, we can see how the structure of some Romanian maritime terms reflects their formation through both derivation and composition, as in:

e.g. *electromagnetic, giromagnetic, motomecanizator, navomodelism*, etc.

#### **Terms compound through abbreviation**

Abbreviated lexical items are well represented in the current maritime language, as proof of the international nature of this type of language. The predilection for the use of abbreviations is explainable on a functional linguistic level by means of the social and linguistic factors, as a consequence of globalization and of the tendency towards lexical economy. The types of lexical structures resulting from abbreviation are:

##### **a. Initialisms**

Through this word-formation method, a complex term or a proper name (often referring to national and international maritime organizations) is reduced to the initials of the constitutive terms:

e.g.

*OMI (Organizația Maritimă Internațională)*, cf. Fr. *Organisation Maritime Internationale (OMI)*, Engl. *International maritime organisation (IMO)*;

*OPEP (Organizația țărilor Exportatoare de Petrol)*, cf. Fr. *Organisation des Pays Producteurs de Pétrole (OPEP)*, Engl. *Organisation of Petroleum Exporting Countries (OPEC)*;

*CMI (Comitetul maritim internațional)*, cf. Fr. *Comité Maritime Internationale (CMI)*.

The above initialisms appeared through translation as a consequence of globalization. Numerous structures of this type are identical for all languages - many of them (mostly English) do not even have equivalents in Romanian, but were borrowed as such.

e.g.

*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* cf. Engl. *twenty feet equivalent unit*, Fr. *équivalent vingt pied (EVP)*.

From an etymological point of view, such abbreviations emphasize the preeminence of the elements copied after foreign models and of the lexical units resulting from loans, as compared with the lexical items formed in Romanian. The initialisms of French origin compete with the ones of English origin as the former have the advantage of an internal organization easier to imitate.

##### **b. Acronyms**

Acronyms are formed by joining the original fragments of the terms that make up a complex term or a proper name.

e.g.

*INMARSAT (Organizația Internațională a Comunicațiilor Maritime prin Satelit)*, cf. Engl. *International Maritime Satellite Organisation*;

*MARPOL (Convenția internațională pentru prevenirea poluării)*, cf. *Marine Pollution Convention*.

<sup>4</sup> I. Busuioc, M. Cucu, *op. cit.*

<sup>5</sup> H. Marchand, 1969, pp. 31-32.

<sup>6</sup> Cf. D. Chiș, 2004, p. 4.

## CONCLUSIONS

This article makes an analysis of the internal mobility of the Romanian maritime vocabulary, which uses largely the same word-formation processes as those used for the creation of words in common language, even though, in the case of the compound maritime terms analysed, we can notice the preference for certain structures. In this sense, we note that the Romanian maritime vocabulary is a terminologically complex meta-language, its compounds being created by parataxis, hypotaxis, foreign or neo-classical affixes or abbreviation. In all these types of compound lexical items, nouns predominate overwhelmingly, many of them coming from French.

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