BỘ GIÁO DỤC VÀ ĐÀO TẠO
TRƯỜNG ĐẠI HỌC DÂN LẬP HẢI PHÒNG

ISO 9001 : 2008

KHÓA LUẬN TỐT NGHIỆP

NGÀNH: NGOẠI NGỮ

HAIPHONG 2010

HAI PHONG PRIVATE UNIVERSITY
DEPARTMENT OF FOREIGN LANGUAGE

ISO 9001 : 2008

GRADUATION PAPER

A STUDY ON TRANSLATION OF ENGLISH SHIPPING ENGINEERING TERMS INTO VIETNAMESE

By:
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Class:
NA 1002

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HAIPHONG 2010

BỘ GIÁO DỤC VÀ ĐÀO TẠO

TRƯỜNG ĐẠI HỌC DÂN LẬP HẢI PHÒNG

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NHIỆM VỤ ĐỀ TÀI TỐT NGHIỆP

Sinh viên: .....

Lớp: .....

Tên đề tài: .....

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CÁN BỘ HƯỚNG DẪN ĐỀ TÀI

Người hướng dẫn thứ nhất:

Họ và tên: .....

Học hàm, học vị: .....

Cơ quan công tác: .....

Nội dung hướng dẫn:.....

Người hướng dẫn thứ hai:

Họ và tên:.....

Học hàm, học vị:.....

Cơ quan công tác:.....

Nội dung hướng dẫn:.....

Đề tài tốt nghiệp được giao ngày 12 tháng 04 năm 2010

Yêu cầu phải hoàn thành xong trước ngày 10 tháng 07 năm 2010

Đã nhận nhiệm vụ ĐTTN — Đã giao nhiệm vụ ĐTTN

Sinh viên — ***Người hướng dẫn***

Hải Phòng, ngày…… tháng……năm 2010

HIỆU TRƯỞNG

GS.TS.NGƯT *Trần Hữu Nghị*

NHIỆM VỤ ĐỀ TÀI

1. Nội dung và các yêu cầu cần giải quyết trong nhiệm vụ đề tài tốt nghiệp (về lý luận, thực tiễn, các số liệu cần tính toán và các bản vẽ).

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2. Các số liệu cần thiết để thiết kế, tính toán.

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3. Địa điểm thực tập tốt nghiệp.

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PHẦN NHẬN XÉT CỦA CÁN BỘ HƯỚNG DẪN

1. Thái độ của sinh viên trong quá trình làm đề tài tốt nghiệp:

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2. Đánh giá chất lượng của Đ.T.T.N (so với nội dung đã đề ra trong nhiệm vụ Đ.T.T.N trên các mặt lý luận, thực tiễn, tính toán giá trị sử dụng và chất lượng các bản vẽ)

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3. Cho điểm của cán bộ hướng dẫn:

(Điểm ghi bằng chữ):

Hải Phòng, ngày….. tháng…. năm 2010

Cán bộ hướng dẫn chính
(*Họ tên và chữ ký)*

NHẬN XÉT ĐÁNH GIÁ
CỦA CÁN BỘ CHẤM PHẢNBIỆN ĐỀ TÀI TỐT NGHIỆP

1. Đánh giá chất lượng đề tài tốt nghiệp về thu thập và phân tích số liệu ban đầu, cơ sở lý luận chọn phương án tối ưu, cách tính toán chất lượng thuyết minh và bản vẽ, giá trị lý luận và thực tiễn đề tài.

2. Cho điểm của cán bộ phản biện

(Điểm ghi bằng số và chữ)

Hải Phòng, ngày…. tháng…. năm 2010

Người chấm phản biện

ACKNOWLEDGEMENT

I would like to express my deepest and special gratitude to my supervisor Mrs. Nguyen Thi Phi Nga, MA of Foreign Language Department, who has given me suggestion on how to shape the study and always been most willing and give me valuable advices in order that I can complete successfully this study.

I also would like to give my sincere thanks to the teachers in the English Department of Hai Phong Private University for their useful lessons and whole- hearted advices during four years studying here.

Finally, I would like to give great thanks to my family, friends and Ms. Nguyen Thi Thu Hieu, who I have received much of helps, encouragements and supports in the process of completing this Research paper

This research paper has been completed with my knowledge. However, mistakes are unavoidable because of my limited knowledge. Therefore, I am looking forward to receiving the reflection, sympathy and contribution from teachers to make it more perfect.

Hai Phong, June 2010

Student

Nguyen Thu Thuy

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PART I: INTRODUCTION

1. Rationale of the study

English has been known as the international language of many fields: Business, Airline, Fashion, Finance, Technology, Medicine, and so on, ESP English terms of Shipping Engineering are used globally. I am becoming excited to learn and study the English terms related to Shipping Engineering. I realize that English on Shipping Engineering is very abundant and diversified.

Furthermore, my friend once asked me about Shipping Engineering Terms, but I can not explain to my friend. The pity left me such a shame that I determined to study about **Shipping Engineering Terms**. I expected that I could help my friend learn better and help anyone who needs to understand the Terms of Shipping Engineering clearly and exactly.

My research is completed in the ambition of acquiring the proper understanding about the English terms related to Shipping Engineering in order to use them exactly and effectively in commercial transaction, in business as well as in legal protection. This study also helps students who are interesting in Shipping Engineering understand the work.

From the awareness of the important role of English in the age and with the knowledge after four years in university, especially after graduation training period, the researcher determines to choose this field as the Graduation Paper to study more on translation skill in English specific purposes and to improve knowledge about Shipping Engineering Terms.

Understanding and using them properly requires us to spend much time as well as effort on searching and reading Shipping Engineering document. It is the reason that encourages me to carry out "A study on Translation of English Shipping Engineering Terms into Vietnamese."

2. Aims of the Study

- Firstly, to understand thoroughly theoretical translation and practice flexibly, creatively and exactly on specific English.
- Secondly, to enrich the knowledge as well as the vocabulary of Shipping Engineering Terms is also the main purpose of the study. There are many terms with multi-lexical meaning, used like communication language but have completely new concepts require translators have knowledge about the Shipping Engineering Terms
- Thirdly, the researcher gives some suggested solutions to readers who pay attention to translation skill and this field

These mentioned above are main aims of this research. I hope with this research, readers have a lot of comprehensions about Shipping Engineering Terms, help them translate it exactly.

3. Scope of the Study

In general, Shipping Engineering Terms are also various and complex. Because of time limitation and graduation frame, the study only focuses on translation of Shipping Engineering from English into Vietnamese. This study will help everyone with general comprehension about these terms which are used in Shipping Engineering documents, difficulties in translating Shipping Engineering Terms and some suggested solutions.

4. Methods of the Study

As I said in the part of scope of the study its subject is quite interesting but difficult so this study is written basing on many different sources:

Firstly, my teachers and friends as consultants helps me understand deeply about this area.

Using Reference books and Documents is the second method. Through them, I can collect some data indispensable for my study.

Thirdly, it is internet accessing. Nowadays, internet supplies such a large source of information as well as imagines that can easily find all of data relating to the subject of my Research paper.

At last, personal observation and valuation also contributes to finishing this research paper.

5 .Organization of the study

With a clear organization in which there are three main parts. I hope that readers can easily read.

Part I is the introduction, including rationale, aims, scope, methods, and organization of the study.

Part II is the Development, consisting of three chapters:

Chapter one is the theoretical back ground, which consists translation theory, English for the specific purposes, Shipping Engineering Terms

Chapter two is a study on translation of English Shipping Engineering Terms into Vietnamese. Including: *Translation of the most commonly-used English Shipping Engineering Terms into Vietnamese, Popular strategies applied to translation of Shipping Engineering English Terms into Vietnamese, Translation of English commonly - used Shipping abbreviations into Vietnamese.*

Chapter Three represents some problems in translating English Shipping Engineering Terms into Vietnamese and Suggested solutions.

Part III is the conclusion, including summary and suggestions for future study.

PART II: DEVELOPMENT

CHAPTER I: THEORICAL BACKGROUND

1. *Notions of translation*

1.1. *Definition of translation*

There are many concepts of translation all over the world. Following is some typical concepts:

- **Translation** is the interpreting of the meaning of a text and the subsequent production of an equivalent text, likewise called a "**translation**," that communicates the same message in another language. The text to be translated is called the "source text," and the language that it is to be translated into is called the "target language"; the final product is sometimes called the "target text."

  Wikipedia

- **Translation** is the process of changing something that is written or spoken into another language.

  Advanced Oxford Dictionary

- **Translation** is a bilingual mediated process of communication which ordinarily aims at the production of a TL text that is functionally equivalent to a SL text.

  Reiss, 1971:161

- **Translation** is the replacement of text material of this language (source language) with text material of another (target language).

  Cartford, 1965: 20

- **Translation** is the process of finding a Target language equivalent for a Source language utterance.

  Pinhhuck, 1977: 38

- **Translation** is a transfer process, which aims at the transformation of a written SL text into an optimally equivalent TL text, and which requires the syntactic, the semantic and the pragmatic understanding and analytical processing of the SL.

_ Wilss (1982: 3) _

- **Translation** consists of reproducing in the receptor language the closest natural equivalent of the source language message, first in terms of meaning and secondly in terms of style.

_Nida (1984:83) _

- **Translation** involves the transfer of meaning from a text in one language into a text in another language.

_ Bell (1991:8) _

- **Translation** is a process of communication whose objective is to import the knowledge of the original to the foreign reader.

_Levy (1967:148) _

- **Translatio**n is the act of transferring through which the content of a text is transferred from the SL into the TL.

_ Foster (1958:1) _

- **Translation** is to be understood as the process whereby a message expressed in a specific source language is linguistically transformed in order to be understood by readers of the target language"

_ Houbert (1998:1) _

- **Translation** is an act of communication which attempts to relay, across cultural and linguistic boundaries, another act of communication.

_ Hatim and Mason (1997:1) _

- **Translation** is a text with qualities of equivalence to a prior text in another language, such that the new text is taken as a substitute for the original.

_ David Frank (Wordpress.com) _

1.2. *Translation Types*

There is a considerable variation in the types of translations produced by translators. Some work only in two languages and are competent in both. Others work from their first language to their second language, and still others from their second language to their first language. Depending on these matters of language proficiency, the procedures used will vary from project to project. In most projects in which SL is involved, a translation team carries on the project. Team roles are worked out according to the individual skills of team members. There is also some variation depending on the purpose of a given translation and the type of translation that will be accepted by the intended audiences. According to Peter New mark, there are 8 methods of translation on which a professional translator can rely.

1.2.1. Word-for-word translation.

In this kind of translation, TL is often right below the SL words. The SL word-order is preserved as precisely as possible and the words are translated word-by-word by their most common meanings regardless of the context. Culture words are translated literally. The main use of word-for-word translation is either to understand the structures of the SL or to analyze a difficult and complex text as a pre-translation process.

He was presented by his director.

Anh ấy được trao thưởng bởi giám đốc của anh ấy

1.2.2. Literal translation.

Because a given text has both form and meaning, as discussed in the previous lesson, there are two main kinds of translation. One is form-based and the other is meaning-based. Form-based translations attempt to follow the form of the source language and are known as literal translation. Meaning-based translations make every effort to communicate the meaning of the source language text in the natural forms of the receptor. Such translations are called idiomatic translations.

An interlinear translation is a completely literal translation. For some purposes, it is desirable to reproduce the linguistic features of the source text, as for example, in a linguistic study of that language.

E.g.

Vietnamese: *Chính sách mở cửa*

Literal translation: *The "Open-door" policy*

The literal translation makes little sense in English. The appropriate translation would be: Would you like to come to my home?
If the two languages are related, the literal translation can often be understood, since the general grammatical form may be similar. However, the literal choice of lexical items may the translation sounds foreign. The following bilingual announcement was overheard at an airport.

The modified literal translation changes the order into English structure. However, the sentence still does not communicate in clear English. An idiomatic translation would have used the form: "I never forgot her." Or "I've kept her memory in my heart."

In a modified literal translation, the translator usually adjuncts the translation enough to avoid the nonsense and wrong meanings, but the unnaturalness still remains.

Idiomatic translations use the natural forms of the receptor language, both in the grammatical constructions and in the choice of lexical items. A truly idiomatic translation does not sound like a translation. It sounds like it was written originally in the receptor language. Take an example:

E.g.

Ta về ta tắm ao ta,
Dù trong dù đục ao nhà vẫn hơn

☛ *East or West, home is the best*

1.2.3. Faithful translation.

A faithful translation is used when translators want to reproduce the precise contextual meaning of the SL within the restriction of the TL grammatical structures. It converts cultural words but reserves the degree of grammatical and lexical "abnormality" in the translation. It attempts to be completely faithful to the intentions and text-realization of the SL writer.

Eg: *So many men, so many minds*

☛ *Lắm thầy, nhiều ma*

1.2.4. Semantic translation.

Semantic translation is closer, more literal; it gives highest priority to the meaning and form of the original, and is appropriate to translations of source texts that have high status, such as religious texts, legal texts, literature, and perhaps ministerial speeches

Eg: *One man's meat is another man's poinson*

☛ *Đám cưới nhà ta ,*

Đám ma nhà người

1.2.5. Adaptation translation.

This seems to be the freest form of translation. It is used mainly for plays and poetry in which the themes, characters and plots are usually preserved, the SL culture converted to the TL culture and text rewritten.

1.2.6. Free translation.

This reproduces the matter without the manner, or the content without the form of the original. Usually it is a paraphrase much longer than the original, a so-called "intralingua translation".

***Eg**: It would rather the victorious brightness in an only moment*

than the centenary twinkle.

Thà một phút huy hoàng rồi vụt tắt còn hơn le lói suốt trăm năm.

1.2.7. Grammatical translation.

Parts of speech are language specific. Each language has its own division of the lexicon into classes such as nouns, verbs, adjectives and so on. Different language will have different classes and subclasses. It will not always be possible to translate a source language noun with a noun in the receptor language. For example, English has many nouns which really refer to actions while Vietnamese prefers to express actions as verbs rather than nouns.

In one translation, the source text said, "*There is a general agreement that the government has given top priority to education.*" It was translated, "*Có một sự đồng ý chung rằng chính phủ đó dành nhiều sự ưu tiên cho giáo dục*." This would have been translated idiomatically, "*Ai cũng đồng ý rằng chính phủ đó dành nhiều ưu tiên cho giáo dục.*"

Most languages have a class of words which may be called pronouns. Pronominal systems vary greatly from language to language and the translator is obliged to use the form of the receptor language even though

they may have very different meanings than the pronouns of the source language.

Grammatical constructions also vary between the source language and the receptor language. The order, for example, may be completely reserved. The following simple sentence from Vietnamese is given with a literal English translation:

Chị sống ở đâu?

You live where?

It is not uncommon that passive constructions will need to be translated with an active construction or vice versa, depending on the natural form of the receptor language. For example, Vietnamese people tend to use active constructions to express their ideas whereas English people prefer to use passive constructions.

English: Nguyen Du is considered to be a great poet. (Passive)

Vietnamese: Người ta xem Nguyễn Du là một nhà thơ vĩ đại (Actives)

1.2.8. Communicative translation.

The difference mainly between two methods of semantic and communicative translation is that the semantic form adheres more to literal translation while the communicative strategy is more concerned with the overall sense of the text.

Communicative translation is freer, and gives priority to the effectiveness of the message to be communicated. It focuses on factors such as readability and naturalness, and is appropriate to translations of pragmatic texts where the actual form of the original is not closely bound to its intended meaning. These are texts like advertisements, tourist brochures, product descriptions and instructions, manuals. (*Andrew Chesterman*).

Communicative translation attempts to reader the exact contextual meaning of the original in such a way that both content and language are readily acceptable and comprehensible to the readership.

Eg: Hello! How are you?

Lâu rồi không gặp! Cậu dạo này thế nào

1.2.9. Idiomatic translation:

Idiomatic translation reproduces the "message" of the original but tends to distort nuances of meaning by preferring colloquialisms and the idiom where these do not exists in the original.

Eg: Love me, love my dog.

Yêu nhau yêu cả đường đi

Ghét nhau ghét cả tông ti họ hàng.

1.2.10. Conclusion

It is obvious that translation is a complicated process. However, a translator who is concerned with transferring the meaning will find that the receptor language has a way in which the desired meaning can be expressed even though it may be very different from the source language form.

1.3. *Steps in a translation project*

1.3. 1. *Establishing the project*

Before one considers beginning a translation project, there are a number of matters which need to be clearly understood by all who will be involved. These can be summarized under four T's: the text, the target, the team and the tools.

The **text** refers to the source language document which is to be translated.

The **target** refers to the audience.

The **team** refers to the people who will be involved in the project.
The **tools** refer to the written source materials which will be use by the translators as helps.

1.3. 2. *Exegesis*

Exegesis is used to refer to the process of discovering the meaning of the source language text which is to be translated.

The translator should begin by reading the text several times, then by reading other materials that may help in understanding the culture or language of the source text.

The analysis of the source text will include resolving ambiguity, identifying implicit information, studying key words, interpreting figurative senses, recognizing when words are being used in a secondary sense, when grammatical structures are being used in a secondary function, etc.

1.3. 3. *Transfer and initial draft*

After a careful analysis of the source language text, as indicated above, the translator begins draft piece by piece, section by section. The transfer results in the initial draft. Ii preparing this draft, the translator is transferring from the source language into the receptor language.

It may be necessary to rework the initial draft several times before the team is satisfied that all the adjustments needed have been made, that no information is wrong or omitted, that the text communicates to the desired audience.

1.3. 4. *Evaluation*

The purpose of evaluation is threefold: accuracy, clearness, and naturalness. The questions to be answer are: 1. Does the translation communicate the same meaning as the source language? 2- Does the audience for whom the translation is intended understand it clearly? 3. Is the form of the translation easy to read and natural receptor language grammar

and style? There are a number of kinds of evaluations which need to be done.

1.3. 5.*Revised*

After evaluation is done carefully, there will need to be a revised draft made on the basis of the feedback received. Those with whom the translation has checked may have suggested many rewordings may have expressed misunderstanding, etc.

1.3. 6. *Consultation*

In many translation projects, there are advisors or consultants who are willing to help the translation. The translations will expect that the consultant is interested in three masters: 1. accuracy, of content 2. Naturalness of style and 3- Effect on the receptor language audience.

It is important that translators check their materials with a trained consultant after completing a section or two of a long document.

1.3. 7. *Final draft*

The translator incorporates into the translated text the suggestions made by the consultant, checks them again with mother-tongue speakers to be sure they are warranted, and makes any other minor changes which have come to his attention.

1.4. *Equivalence in translation*

The dictionary defines equivalence as being the same, similar or interchangeable with something else. In translation terms, equivalence is a term used to refer to the nature and extent of the relationship between SL and TL texts or smaller linguistic units.

The problem of equivalence is one of the most important issues in the field of translating. It is a question of finding suitable counterparts in target language for expressions in the source language.

The comparison of texts in different languages inevitably involves a theory of equivalence. According to Vanessa Leonardo "equivalence can be said to be the central issue in translation although its definition, relevance, and applicability within the field of translation theory have caused heated controversy, and many different theories of the concept of equivalence have been elaborated within this field in the past fifty years". Here are some elaborate approaches to translation equivalence:

- Translation equivalence is the similarity between a word (or expression) in one language and its translation in another. This similarity results from overlapping ranges of reference.
- Translation equivalence is a corresponding word or expression in another language.

Nida argued that there are two different types of equivalence, namely formal equivalence – which in the second edition by Nida and Taber (1982) is referred to as ***formal correspondence*** and ***dynamic equivalence.*** Formal correspondence "focuses attention on the message itself, in both form and content", unlike dynamic equivalence which is based upon "the principle of equivalent effect" (1964:159), in the second edition (1982) or their work, the two theorists provide a more detailed explanation of each type of equivalence.

Formal correspondence consists of a TL item which represents the closest equivalent of a SL word or phrase. Nida and Taber make it clear that there are not always formal equivalents between language pairs. They therefore suggest that these formal equivalents should be used wherever possible if the translation aims at achieving formal rather than dynamic equivalence. The use of formal equivalents might at times have serious implications in the TT since the translation will not be easily understood by the target audience (Fawcett, 1997). Nida and Taber themselves assert that "Typically, formal correspondence distorts the grammatical and stylistic

patterns of the receptor language, and hence distorts the message, so as to cause the receptor to misunderstand or to labor unduly hard" (ibid:201).

Dynamic equivalence is defined as a translation principle according to which a translator seeks to translate the meaning of the origin in such a way that the TL wording will trigger the same impact on the TC audience as the original wording did upon the ST audience. They argue that "Frequently, the form of the original text is changed; but as long as the change follows the rules of back transformation in the SL, of contextual consistency in the transfer, and of transformation in the receptor language, the message is preserved and the translation is faithful" (Nida and Taber, 1982:200)

Newmark (1988) defined that: "The overriding purpose of any translation should be achieved 'equivalence effect' i.e. to produce the same effect on the readership of translation as was obtained on the readership of the original". He also sees equivalence effect as the desirable result rather than the aim of any translation except for two cases: (a) If the purpose of the SL text is to affect and the TL translation is to inform or vice versa; (b) If there is a pronounced cultural gap between the SL and the TL text.

Koller (1979) considers five types of equivalence:

- Denotative equivalence: The SL and the TL words refer to the same thing in the real world. It is an equivalence of the extra linguistic content of a text.
- Connotative equivalence: This type of equivalence provides additional value and is achieved by the translator's choice of synonymous words or expressions.
- Text-normative equivalence: The SL and the TL words are used in the same or similar context in their respective languages.
- Pragmatic equivalence: With readership orientation, the SL and TL words have the same effect on their respective readers.

- Formal equivalence: This type of equivalence produces an analogy of form in the translation by either exploiting formal possibilities of TL, or creating new forms in TL.

Although equivalence translation is defined with different point of view of theorists, it is the same effective equivalence between SL and TL.

2. *Understanding of English for Special Purposes (ESP)*

2.1. Definition of ESP

English for specific purposes is the abbreviation for English for specific purposes. It is define differently by different people. Some people described English for specific purposes as simply being the teaching of English for any purposes that could be specified…

To classify the meaning of English for specific purposes, Strevens (1988) defined English for specific purposes by identifying its absolute and variable characteristics as bellows:

✓ **Absolute characteristics**:

- English for specific purposes consists of English language teaching which is:
- Defined to meet specified needs of the learner
- Related in content to particular disciplines, occupations and activities
- Centre on the language appropriate to those activities in syntax, lexis, discourse, semantic… and analysis of this discourse.
- In contrast with general English

✓ **Variable characteristics:**

English for specific purposes may be, but is not necessarily:

- Restricted as to the language skills to be learned.
- Not taught according to any pre-ordained methodology.

From the definition, we can see that English for specific purposes can but not necessary concerned with a specific discipline, nor does it have to be aimed at a certain age group or ability range. English for specific purposes should be seen simple as an "approach" to teaching, or what Dudley- Evans describes as an "attitude of mind". This is a similar conclusion to that made by "Hutchinson et al (1987:19) who state, "English for specific purposes is an approach to language teaching in which all decision as to content and method are based on the learner's reason for learning".

2.2. Types of ESP

David Carter (1983) identifies three types of English for specific purposes:

- English as a restricted language
- English for academic and occupational purposes
- English with specific topics

The second type of English for specific purposes identified by Carter (1983) is English for academic and occupational purpose. In the "tree of ELT" (Hutchinson & Water, 1987), English for specific purposes is broken down into three branches:

- English for Science and Technology (EST)
- English for Business and Economics (EBE)
- English for Social Studies (ESS)

The third and final types of English for specific purposes identified by Carter (1983) are English with specific topics. Carter notes that it is only here where emphasis shifts from purpose to topic. This type of English for specific purposes is uniquely concerned with anticipated future English needs of, for example, scientists requiring English for postgraduate reading studies, attending conferences or working in foreign institutions.

2.3. Terms of shipping Engineering

2.3.1. What is Terms?

Technical terminology is the specialized vocabulary of a field, the nomenclature. These terms have specific definitions within the field, which is not necessarily the same as their meaning in common use.

A term is a word or expression that has a particular meaning or is used in particular activity, job, profession, etc (Longman Dictionary of Contemporary English, 1991).

Term is the variation of language in a specific condition (Peter New mark) and he stated that the central difficulty in translation is usually the new terminology. Even then, the main problem is likely to be that of some terms in the source text which are relatively context-free, and appear only once. If they are context-bound, you are more likely to understand them by gradually eliminating the less likely versions.

2.3.2. The characteristics of Terms:

There is a distinction between technical and descriptive Terms. The original source language may use a descriptive term for a technical object for three reasons:

- The object is new, and not yet has a name
- The descriptive term is being used as familiar alternative, to avoid repetition
- The descriptive term is being used to make a contrast with another one.

2.3.3. Shipping Engineering Terms

According to structure, **Shipping Engineering Terms** consist of following types:

- Single terms are those that consist of just one word (compound or derived)

Example: Valve, Diesel engine, Reservoir, Accumulator, Cooler, Heater, etc.

- Compound terms are terms consisting of two or more words, most of them are compound nouns, compound adjectives (Abnormal heating, constant level, trunk piston, detachable crown, etc.)

- Phrases: Most of them are noun phrases, used usually in tiles of section in guidelines or documents.

Example: Stand by the engine, Full speed ahead (astern), Half ahead (astern), Slow speed ahead (astern), Dead slow ahead (astern), Easy ahead (astern), Stop! Stop her, Stop the engine, Try the engine, Finish with the engine, etc.

- Abbreviation: FO (Fuel oil, DO (Diesel oil), HO (Heavy oil), LO (Lubricating oil), GG (Generator general), ME (Main engine), etc.

All type of **Shipping Engineering Terms** will be presented in detail in the next chapter.

CHAPTER II: A STUDY ON TRANSLATION OF ENGLISH SHIPPING ENGINEERING TERMS INTO VIET NAMESE

1. Translation of the most commonly-used English Shipping Engineering terms into Vietnamese.

According to New Mark, translator should normally use the official or the generally accepted translation of any institutional term. If appreciate, translator can gross it and, in doing so, in directly show translator's disagreement with this official version. Thus:

1.1. Diesel engine (we often call it in Vietnamese as "Động cơ Diezel") is a machine which produces power by burning oil in a body of air which has been squeezed (nén) to a high pressure by moving piton.

Diesel engine is classified into two main kinds:

✓ **Internal combustion engine** (Động cơ đốt trong) is a machine which the burning or combustion takes place within the engine its self.

✓ **External combustion engine** (Động cơ đốt ngoài) is a steam engine (động cơ hơi nước) which uses steam made by burning fuel outside the engine.

1.2 .Valve (we often call it in Vietnamese as "van") is an equipment which is used to adjust: "flow, pressure, and direction".

Valve is divided into 10 kinds:

✓ **Directional control valve** (van dẫn hướng) is a valve which used to direct pump flow to an actuator to the reservoir (they are classified according to the number of service ports and number of possible configuration).

✓ **Check valve** (van 1 chiều) is a valve that allows oil to flow free in one direction, but stop it from flowing in the opposite direction. They belong to the group of valve controlling flow direction.

✓ **Throttle valve** (van tiết lưu) is a valve which provides volume control in hydraulic system (điều chỉnh thể tích hệ thống thủy lực).Flow is controlled by either throttling or diverting the flow. It is also used to adjust or resist flow rate (to control volume of oil to the hydraulic actuator) in system by making resistance to flow.

✓ **Pressure control valve** (van điều khiển áp suất) may have the job of limiting or otherwise regulating pressure or creating a particular pressure condition require for control.

✓ **Safe valve (**van an toàn) is used to ensure for system in safety when pressure in system reaches the preset pressure.

✓ **Relief valve (**van tràn**)** maintains a set pressure in a system or in part of a circuit (tuần hoàn).

✓ **Pressure reducing valve** (van giảm áp) is used to limit pressure level from the normal operating pressure of the primary hydraulic system to the require pressure of a secondary hydraulic circuit

✓ **Counter balance valve** (van cân bằng ngược) is a valve which controls a load induced pressure to hold and control the motion of a load. It stops flow from its inlet port (cửa hút) to its outlet port (cửa ra) until pressure at the inlet port overcomes adjusting spring force.

✓ **Sequence valve (**van thứ tự) is used to assure that one operation has been complete before another function is perform

✓ **Unloading valve (**we often call it in Vietnamese as "van không tải") is used to unload pumps. It direct pump output flow directly to reservoir at low pressure, after system pressure has been reached.

1.3. Reservoir **(**we often call it in Vietnamese as **"**chai gió hoặc là bình đựng khí nén") is a container for holding the fluid required to supply the system, including a reserve to cover any losses from minor leakage and evaporation.

1.4. Accumulator (we often call it in Vietnamese as "Bình tích năng") is a device which simply store energy in the form of fluid under pressure. This energy is in the form of potential energy of an incompressible fluid, held under pressure by an external source against some hydraulic forces.

1.5. Cooler (we often call it in Vietnamese as "Bầu sinh hàn") is a device which is used to cool the hydraulic system and its equipment (there are two kinds of cooler: plate type and line type).

1.6 .Heater (we often call it in Vietnamese as "bầu hâm") is a device which is used to heat the fuel oil.

1.7. Pump (we often call it in Vietnamese as "Bơm") is a machine which gives its energy to the liquid passing it.

- ✓ ***According to function***, Pump is classified to:
  - **Fuel pump** - bơm cao áp - is a pump which fuel is filled in and the latter is forced into the delving line by means of suction valves.
  - **Oil pump** -bơm dầu- is used to feed lubricating oil to the rubbing surfaces of engine moving parts and into the piston cooling chambers (kinds of oil pump: reversible glare pump (bơm bánh răng đảo chiều) and Lubricators (bơm bôi trơn)
- ✓ **According to principle of operation**:
  - ***Centrifugal pump*** -Bơm li tâm- is a pump which give centrifugal power to the liquid passing it.(there are 2 kinds of centrifugal: single impeller type (1 cửa hút) and double impeller type (2 cửa hút)
  - ***Injection pump*** - bơm phun hay bơm cao ap - is a pump which operates in according to the principle: liquid is compressed to high

pressure, then it is supplied to injector and atomized in form of fine mist.

- ***Piston pump*** - bơm pit tông- through the piston moving in the cylinder. (Double acting piston pump (bơm pitông tác dụng kép) and single acting piston pump).

1.8. Crank shaft (we often call it in Vietnamese as "Trục khuỷa") is a equipment which is used to change the motion of Diesel engine

Crank shaft is divided into 2 kinds:

✓ **Single forge crank shaft** -trục khuỷu liền- is made of a single pie of steel and uses in lower-power and medium-power engines.

✓ **Build-up shaft** -trục khuỷu rời- is made of a number of sections connected to one another. There are used in powerful-speed engines.

1.9. Mixer (we often call it in Vietnamese as "bộ hòa trộn") is an apparatus (thiết bị) which is used to mix the fuel and air

Some related terms:

English	Vietnamese
Reservoir	Chai gió, đồ chứa
Pneumatic	Khí động học, chạy bằng khí
Swirl chamber	Buồng lốc xoáy
Delivery	Hút, lưu lượng

1.10. Cylinder -Xi lanh- is a main part which forms working chamber of Diesel engine. A working cylinder of an engine consists of a cooling jacket and an inserted liner.

1.11. Piston (it is called: "Píttông") is a moving part of an engine and forms the working chamber.

Piston is classified 3 kinds:

- ✓ **Trunk piston** (it is called: "Pittông không có bàn trượt") is cast (đúc) in one peace from an iron or aluminum alloy (hợp kim). It fitted with a detachable crown (it is called: "đầu tách ra")
- ✓ **Piston with crosshead** (it is called: "pittông có bàn trượt") is usually fitter with a detachable crown which is artificially cooled in case of high cylinder power.
- ✓ **Piston of double acting engine** (it is called: "pittông cua động cơ tác dụng kép") consists of a body and 2 cooled crowns (đỉnh) of the upper and lower working chamber of the cylinder. The cooling liquid is fed to the crowns through the hollow (hốc) piston rod (cần pittông)

1.12. Thermostat (it is called: "Rơ le nhiệt") and thermo regulator (it is called: "bộ điều chỉnh nhiệt") are an appliance which reacting to the changes of the water temperature virtually constant

They operate according to one of the following methods:

- ✓ By changing the area through the pipe at the point of their installation (we often call it in Vietnamese as: "bằng cách thay đổi tiết diện qua đường ống tại điểm lắp đặt chúng")
- ✓ By changing the relative amounts of water directed for recirculation and cooling in the water cooler (we often call it in Vietnamese as: "bằng cách thay đổi một lượng tương đối nước được đưa vào để tuần hoàn lại và làm mát trong sinh hàn nước")

1.13. Alternators (it is called: "máy phát điện xoay chiều") are machines when driven by another machine (diesel engines, steam turbines…)

Alternators are classified 2 kinds:

✓ Alternator with a fixed field and moving armature (we often call it in Vietnamese as: "Máy phát điện xoay chiều một pha có lõi di động").

✓ Alternator with a moving field and fixed armature (we often call it in Vietnamese as: "Máy phát điện xoay chiều có lõi cố định và có trường di động")

1.14. Transformers (it is called: "Máy biến thế") are static electrical machines (máy điện tĩnh) whose function is to vary the voltage of an alternating current without appreciably modifying the power.

Some related terms

English	Vietnamese
Closed core	Lõi khép kín
Iron plate	Tấm sắt
Insulate	Cách nhiệt, cách điện
Coils of the primary	Cuộn dây sơ cấp
Coils of the secondary	Cuộn dây thứ cấp
Partial short-circuit	Chập mạch, ngăn mạch
Turns	Các vòng cuộn dây
Abnormal heating	Sự tăng nhiệt bất thường
Output voltage	Điện thế xuất, điện áp ra
Auto-transformer	Biến thế tự ngẫu

1.15. Boiler (we often call it in Vietnamese as: "nồi Hơi") is a machine which produces Heater-air used to serve different purposes.

1.16. Compressor (we often call it in Vietnamese as: "máy nén") is a machine which is used compress the air from low pressure to high pressure

Compressor is divided 3 kinds:

- ✓ **Open compressor** (it is called: "máy nén hở") is a compressor which has electrical engine (or motor) and compressor installed independent together.
- ✓ **Semi-hermetic compressor** (it is called: "máy nén bán kín") is a compressor which has electrical engine and compressor installed in the jacket
- ✓ **Hermetic compressor** (máy nén kín hoàn toàn)

1.17. Filter (we often call it in Vietnamese as: "Bộ lọc") is a equipment which is used to separate dirt and water from oil

Some related terms:

English	**Vietnamese**
Periphery	Ngoại biên, ngoại vi
Centrifuge	Máy ly tâm
Settle	Lắng xuống
Filter	Bầu lọc, bình lọc
Separate	Phân li, phân cách
Discharge	Thải, thải ra

Some Figures:

Figure 1: Valves

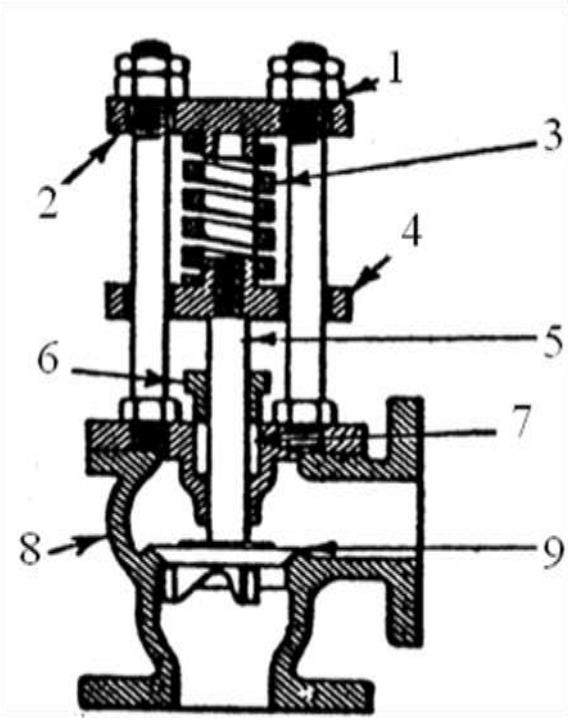


Figure 2.1.**Relief valve**

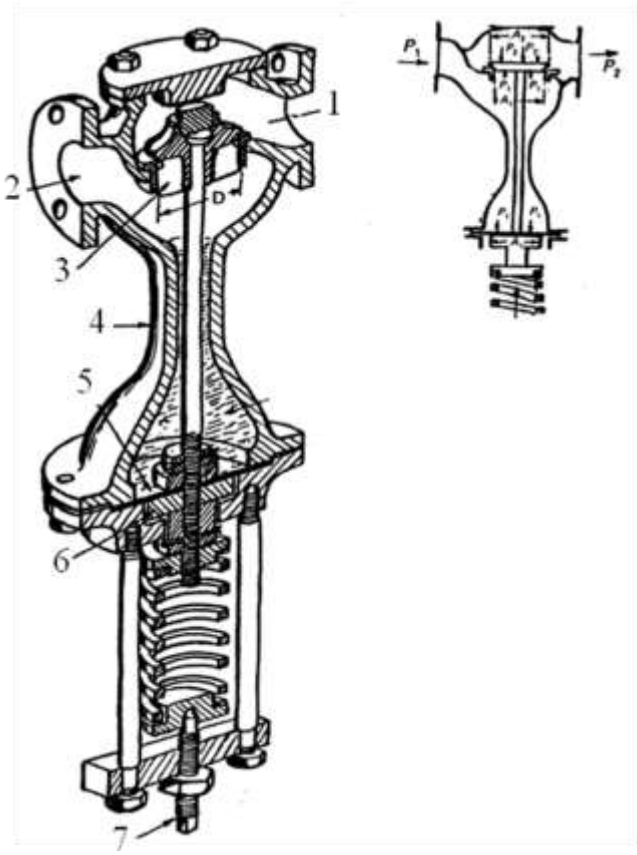
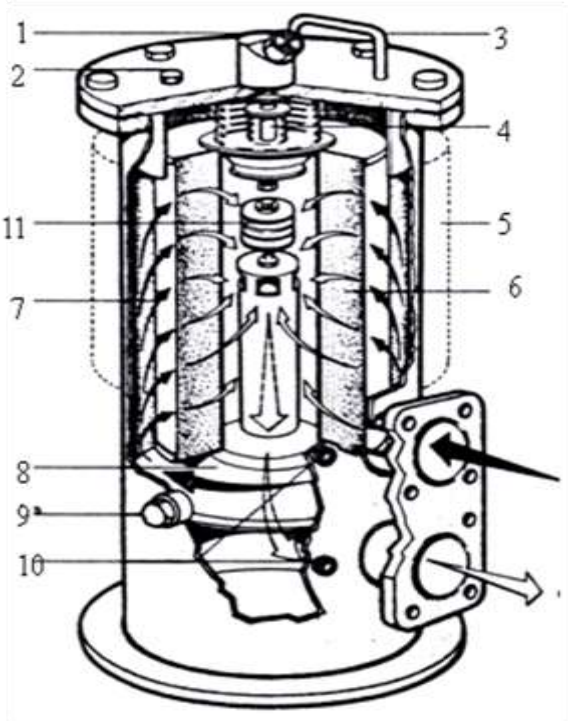


Figure 2.1.**Pressure reducing valve**

Figure 2: Filter



1. Service indicator;
2. Vent plug;
3. Lifting handle;
4. Bypass assembly;
5. Steam heating jacket;
6. Micro felt 200 cartridges;
7. Flow out to in;
8. Division plate; 9. Body drain;
10. Differential pressure connection;
11. Magnetic element

Figure 3: Cooler

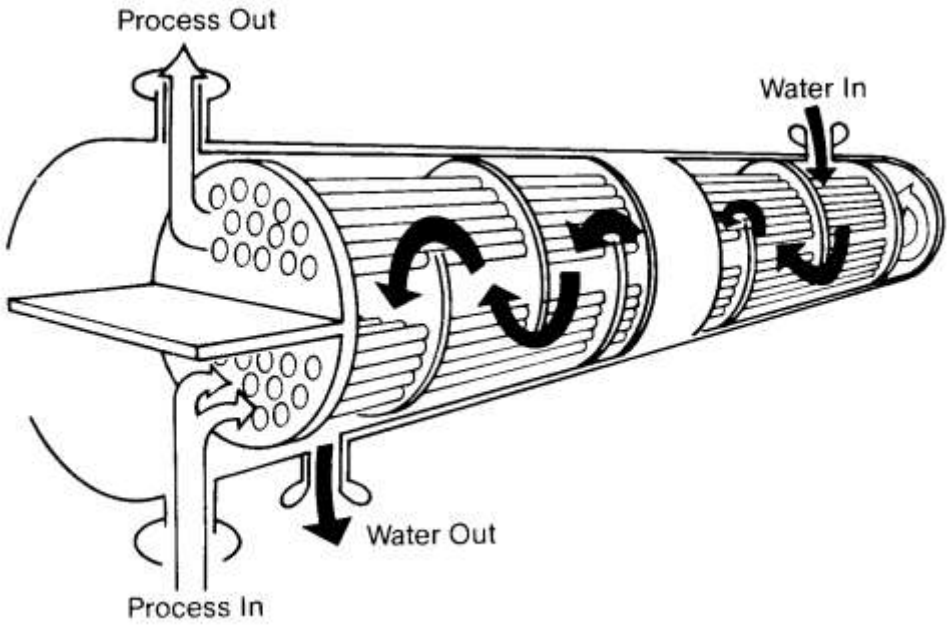


Figure 4: Heater

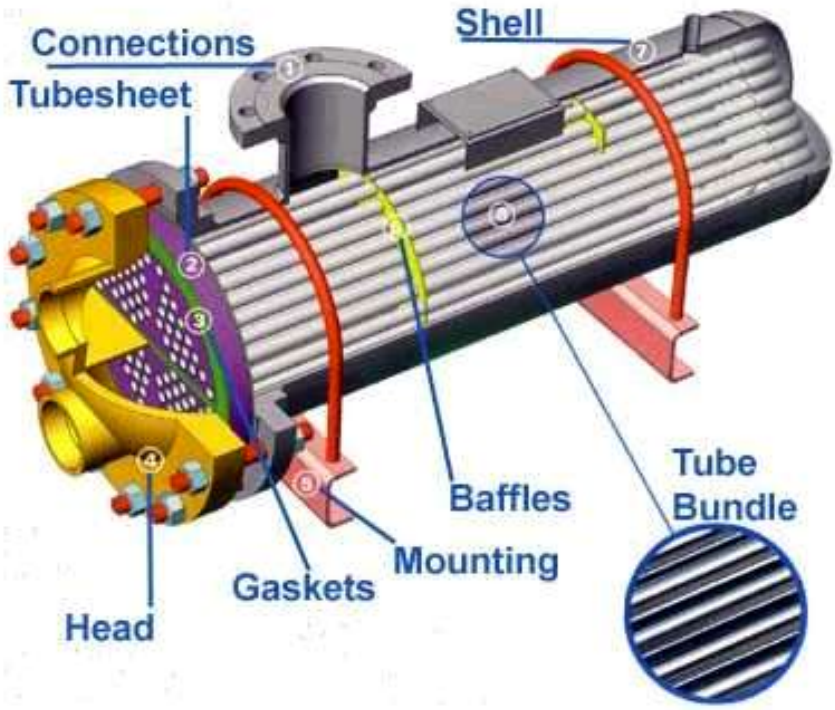
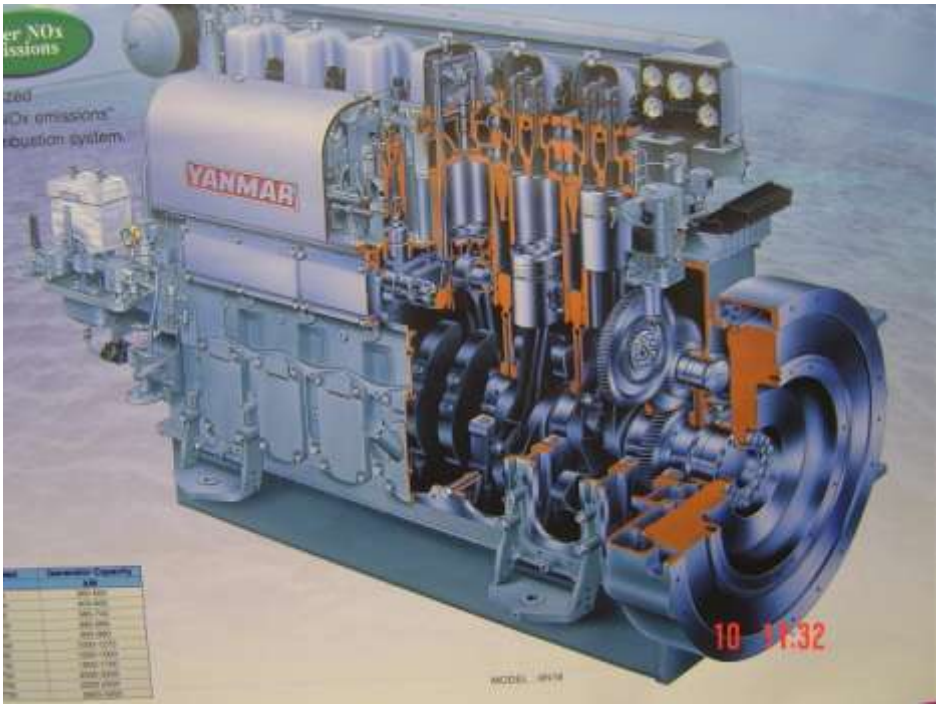


Figure 5: Pump

Figure 6: Diesel engine



2. Popular strategies applied to translation of Shipping Engineering English Terms into Vietnamese

For this one, the term is often translated by omitting a word in order to avoid redundantly in translation result. For example, SL "*Finished with the engine"* is translated as "*Nghỉ máy*", looking at the TL, we can not find out the position of preposition "*with*". What I mention is that the word "*with*" is omitted when this term is translated into Vietnamese. In spite of translating by word-for-word, translator translate this term that can help to avoid poorly in translation. or the preposition "*on*" is also reduced in phrase "*Starboard on course* 30^0" which means "*Phải* 30^0".

With this strategy, the content of ST is not changed, and translators can gain a better and more natural Vietnamese TT. Furthermore, this strategy gives out a simpler understanding and avoids confusion during translation of complex compound words or complex phrases.

Similarly, following examples will illustrate what I mention:

- ***Typical Engine Telegraph orders***
- ***Some Commands to the Helmsman***
- ***Shipboard electronics***

2.1. Typical Engine Telegraph orders (It can be translated in to Vietnamese as "Khẩu lệnh máy"):

English	Vietnamese
Stand by the engine!	Chuẩn bị máy!
Full speed ahead (astern)!	Tới (lùi) hết máy!
Half ahead (astern)!	Tới(lùi) nửa máy!
Slow speed ahead (astern)!	Tới (lùi) chậm!
Dead slow ahead (astern)!	Tới (lùi) thật chậm!
Easy ahead (astern)!	Tới (lùi) chậm!
Stop! Stop her!	Tốp máy!
Stop the engine!	Ngưng máy!
Try the engine!	Thử máy!
Finish with the engine!	Nghỉ máy! Tắt máy!
Faster!	Tăng vòng tua, nhanh hơn!
Slower!	Tăng vòng tua, chậm hơn!
Emergency full ahead (astern)!	Tới (lùi) hết máy khẩn cấp!
Go astern!	Chạy lùi!
Faster!	Nhanh hơn!
Slower!	Chậm hơn!

2.2. Some Commands to the Helmsman (It can be translated in to Vietnamese as "Khẩu lệnh Lái"):

English	Vietnamese
Helm a- starboard!	Lái sang phải!
Port the Helm!	Lái sang trái!
Get the starboard anchor ready!	Chuẩn bị neo phải!
Hard a- starboard!	Hết lái phải!
All Port!	Hết lái trái!
Amidships!	Lái Zezo!
Check the Helm!	Cố định mũi tàu!
Hard over the Helm!	Thật hết lái!
Steady as she goes!	Lái thẳng!
Better (More) starboard!	Phải thêm nữa!
Better (More) Port!	Trái thêm nữa!
Starboard handsomely!	Phải ít nữa!
Port handsomely!	Trái ít nữa!
Steer the course!	Lái đúng hướng!
Nothing to starboard!	Cấm qua phải!
Nothing to Port!	Cấm qua trái!
Starboard on course 30^0!	Phải 30^0!
Port on course 30^0!	Trái 30^0!
Mind the Helm!	Lái cho cẩn thận!
Watch your steering!	Chú ý lái cho đúng!
Follow the tug!	Chạy theo tàu lái dắt!
Follow the launch!	Chạy theo cano!
Follow the icebreaker!	Chạy theo tàu phá băng!

2.3. Shipboard electronics (It can be translated in to Vietnamese as "Điện trên tàu"):

English	Vietnamese
Aerial	Ăng ten
Cell	Pin khô
Arrangement	Sự bố trí
Device	Thiết bị
Diode	Đi - ốt
Echo graph	Máy hồi âm tự ghi
Recorder	Thiết bị ghi
Reflector	Vật phản xạ
Resistor	Cái trở điện
Receiver	Máy thu
Thermostat	Máy điều nhiệt
Transceiver	Máy thu phát kết hợp
Ventilator	Lỗ thông gió
Vibration	Sự rung lắc
Wave guide	Ống dẫn song
Transmitter	Máy phát
Ray	Tia
Pulse	Xung lực
Modulation	Điều biến
Moisture	Hơi nước
Fuse	Cầu chì
Fore	Mũi tàu
Obstacle	Chướng ngại vật
Sounding	Đo độ sâu

3.Translation of English commonly - used ShippingAbbreviations into Vietnamese.

Carrying out the study, what abbreviations stand for and their knowledge draw my most wonder. This makes me curious and then, I start searching and collecting documents relating to shipping. In the Maritime field, loan words are mainly the cases of abbreviation. Abbreviations sometimes represent the first letter or group of letters taken from the word or phrase. Abbreviations are used in written and spoken communication to save time and space.

Translation of abbreviation by using a loan word is kind of strategy which is particularly common in dealing with culture-specific items and modern concepts. Using loan word is dramatically strong method applied for the word which has foreign origin or have no equivalence in TL. For instance, "*IALA*" is formed by "*International Association of Lighthouse Authorities*" which is translated as "*Hiệp hội quản lý đèn quốc tế*" in Vietnamese or "*IMO*" is shorted from "*International Maritime Organization*" which means "*Tổ chức hàng hải quốc tế*" in Vietnamese.

Most abbreviations that are used world-wide still remain in Vietnamese even they were translated into Vietnamese.

Here is a list of common-used abbreviations in engine terms that I have collected.

Abbreviation	Full form	Vietnamese meaning
FO	Fuel oil	Dầu nhiên liệu
DO	Diesel oil	Dầu Diêzel
HO	Heavy oil	Dầu nặng
LO	Lubricating oil	Dầu bôi trơn
GG	Generator general	Máy đèn
ME	Main engine	Máy chính
FW	Fresh water	Nước ngọt
SW	Sea water	Nước biển
N	North	Phía bắc, hướng bắc
MV	Motor vessel	Táu điêzen
IALA	International Association of Lighthouse Authorities	Hiệp hội quản lý đèn quốc tế
IMO	International Maritime Organization	Tổ chức hàng hải quốc tế
AUTO	Automatic	Tự động
GEN	General	Chung
POSS	Possible	Có lẽ, có thể
APPROX	Approximate	Xấp xỉ, gần đúng
O.D.	Oil dealer	Người bán dầu
C.E.	Chief engineer	Máy trưởng
D.E.	Dock engineer	Kỹ sư sửa chữa xưởng

CHAPTER III: SOME PROBLEMS WHICH WE GET DIFFICULTIES IN TRANSLATION OF SHIPPING ENGINEERING TERMS AND SOME SUGGESTED SOLUTION

Translation in general and translation of engine terms in particular is a complex process. Besides the translator's theoretical knowledge, he must have experience. In the process of translating several documents of maritime and doing my research, I have had a lot of difficulties. And the most common-raise problem is the problem of non-equivalent at work level and the problem of specific knowledge. Here after, I would like to represent the problem and some solutions for it.

1. Problems of non-equivalence at the work level.

In the text books or documents, translation is defined as an inter-linguistics transfer procedure, comprising the interpretation of a source text and the production of a target text with the intent of establishing a relation of equivalence between the two texts. Here are some examples of the problem.

Eg1:

Particular forms

English	Vietnamese
To enable these possible purchases to decide whether the ship will suit his requirement, it is necessary that the ***particular forms*** should be details.	Để người mua có thể quyết định là liệu tàu có đáp ứng nhu cầu của mình không, thì cần phải có các ***thông số kỹ thuật tàu*** thật chi tiết

When I saw the term, though I knew the meaning of each simple word, I could not translate the term exactly. I had wondered a lot whether to choose "Mẫu đặc biệt" or "Công thức riêng" for is meaning. Then, I have just known that it is called "Thông số kỹ thuật tàu" in maritime field.

Eg2: Constraint

English	Vietnamese
The most important ship ***constraint*** which determine where the ship or can not go are its length, breadth, draft, bunker consumption and capacity.	Những ***thông số hạn chế tàu*** quan trọng nhất xác định tàu có thể hoặc không the chạy đi đâu la chiều dài, chiều rộng, mức tiêu thụ nhiên liệu và dung tích tàu.

Eg3: Telegram

English	Vietnamese
The ***telegram*** that reached me before your arrival mentioned that you want something in hurry. I want to get calcium chloride to be used as brine for the freezer.	***Bức điện*** mà tôi nhận được trước khi ông tới đây nói cần thứ gì đó rất khẩn cấp. Tôi cần calcium chloride dung cho máy lạnh thay cho nước mạn làm mát.

2. Problem of specific knowledge

Because of my limited knowledge, I felt very difficult to translate the extract of Shipping Engineering Terms. There are some examples:

Eg1: Extract from the Engine – Book stating the data of the accident.

English	Vietnamese
Extract from the Engine – Book No.25 of the m/s "LIWIEC" sailing under the polish Flag and owned by the Polish Ocean Company.	Trích dẫn nhật ký máy N.25 của tàu "LIWIEC" treo cờ Balan, chủ tàu là công ty tàu biểnBalan
Page 98	Trang 98
March 18, 1989	Ngày 18 tháng 3 năm 1989
04.10. GMT get the engine ready, 1 hour notice	04.10. GMT: Chuẩn bị máy (thông báo thời gian chuẩn bị là 1 tiếng)
04.11. GMT. Started oil pump	04.11. GMT. Chuẩn bị bơm dầu
04.12. GMT. Started fuel – oil delivery pump and air compressor.	04.12. GMT.Khởi động bơm cấp dầu nặng (FO) và máy nén khí.
…	…
6.33. Stop the engine. Stop the starboard and port engines.	6.33. Dừng máy phải và máy trái
6.34. Slow ahead. Stop the starboard and port engines.	6.34. Máy phải và máy trái tiến chậm
J. Smolski	*J. Smolski*
Chief Engineer of m/s "LIWIEC"	*Máy trưởng tàu "LIWIEC"*

E.g. 2: Polish Ocean lines Gdynia

English	Vietnamese
Polish Ocean lines Gdynia Messrs. C. Murray and Co. Ship agent 38 Rue Leopold Antwerp, BELGIUM Dear Sirs, We would like request you to order for our ship the following Spare parts and stores; 1. Piston Rings 12” for Boiler Feed Pump 2. Connecting Rod for Bilge Pump 3. Flanges, Pipe, Steel 2” 4. Elbows 90^{o}2.5” (Galy. Iron) 5. TEEs, Galy. Iron 2.5” 6. Pipe, Brass, 0.5” 7. Rings, Rubber, Freon resistant 8. Packing, Spiral Gland, HP 3/4 9. Paint, Zinc White 10. Brushes, Paint Flat 4” 11. Brushes, Paint , Round 2” 12. Freon	Hãng tàu biển Ba Lan Kính gửi công ty đại lý Tàu biển 38 phố Leopold Antwerp Vương quốcBỉ Thưa các ngài! Đề nghị các ngài đặt cho tàu của chúng tôi phụ tùng vật tư sau: 1. Vòng găng pít tông (séc măng) bơm cấp nước nồi hơi. 2. Bích ống thép 2” 3. Thanh Truyền bơm la canh 4. Thước đo sắt mạ 90^{o}2.5” 5. Đầu nối chữ T sắt mạ 2.5” 6. Đường ống đồng 0.5” 7. Vòng găng cao su chụi Freon 8. Vòng tét kín nước xoắn ốc HP 3/4 9. Sơn Nhũ Trắng 10. Bàn chải sơn dẹt 4” 11. Bàn chải sơn tròn 2” 12. Freon

3. Some suggested Solutions

3.1. Solution for non-equivalence

Shipping Engineering Terms play an important role in maritime. And it is sure that translators will have problems in the process of translating those terms, especially the problem of non-equivalence at word-level which I have indicated in the previous part. Here come some Suggested Solutions to the problem.

- Translators should base on the context to predict the meaning of the terms because context is the most important factor affecting translation.
- Besides the theoretical knowledge, translators must have experiences of translation.

E.g. In this context we should predict the meaning of the terms.

English	***Vietnamese***
Replace the packing with the new one here. You can use that annealed ring for ***the copper ring of the liner***. ***Please*** paint it with graphite when you pit it in. Paint the face of the packing with this ***Three Bond No.1***, and paint the stud bolts for the covers with the ***Moricote U***.	Hãy thay thế doăng bằng những cái mới ở chỗ này. Ông có thể dùng vòng găng đã được tôi thấu kia để thay ***vòng găng đồng của ống lót xilanh. Đề nghị*** sơn nó bằng graphit khi đặt nó vào. Hãy sơn mặt doăng bằng chất three bond No.1 và hãy sơn đỉnh tán nắp xilanh bằng chất ***Moricote U.***

3.2. Solution for lacking special knowledge of shipping engineering

If translators are lacking of special knowledge of shipping engineering, translators ought to have knowledge about marine field, especially engine field. To have knowledge of Shipping Engineering Terms, translators need time to contact with them. At the time, Translators should read many documents relating to maritime field, like text book for marine students. In some cases, translators can use dictionaries for marine students.

PART III- CONCLUSION

1. Summary

At last, my research paper has been completed.

After consulting and collecting from either English or Vietnamese, I have designed the paper into three parts; the second part which consists of three chapters is the major one:

Chapter one is the theoretical back ground, which consists translation theory, English for the specific purposes, Shipping Engineering Terms

Chapter two is a study on translation of English Shipping Engineering Terms into Vietnamese. Including, Translation of the most commonly used in English Shipping Engineering Terms into Vietnamese, Popular strategies applied to translation of Shipping Engineering English Terms into Vietnamese, translation of the most commonly used English abbreviations into Vietnamese.

Chapter Three represents some problems in translating English Shipping Engineering Terms into Vietnamese and Suggested solutions.

However, because of my limited knowledge and ability, mistakes and shortcoming are unavoidable. Therefore, I hope to receive the sympathy and contribution from teachers to make my research better.

2. Suggestions for future study

Translation, in general, and translation on engine terms, in particular, is an interesting subject that needs more investigation from author.

On the coming time, researchers intend to study:

- ❖ The translation of Business English conversation.
- ❖ The translation of letter asking for repairs to the turbine and generator.

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APPENDIX

1.Some vocabularies of general arrangement of the engine room (we often call it as: "*sơ đồ bố trí buồng máy")*

1.1. Main propulsion engine	: *Động cơ chính*
1.2. Turning gear for the main engine	: *Thiết bị via máy chính*
1.3. Sea-water cooling pump for the main engine	: *Bơm nước biển để làm mát máy chính*
1.4. Fresh-water cooling pump for the main engine	: *Bơm nước ngọt để làm mát máy chính*
1.5.Emergency cooling pump for the main engine	: *Bơm dự phòng để làm mát máy chính*
1.6. Lubricating pump for the main engine	: *Bơm tuần hoàn để làm mát máy chính*
1.7. Sea-water filter for main engine	: *Bầu lọc nước biển máy chính*
1.8. Lubricating oil filter for main engine	: *Bầu lọc dầu nhờn máy chính*
1.9. Fuel oil supply pump	: *Bơm cấp dầu nhờn*
1.10. Steam evaporator	: *Thiết bị bốc hơi*
1.11. Main-engine starting air damper	:*Bộ triệt âm gió khởi đông máy chính*
1.12. Boiler feed water pump	: *Bơm cấp nước của nồi hơi*
1.13. Exhaust gas boiler circulating pump	: *Bơm tuần hoàn của nồi hơi khí xả*
1.14.Vacuum evaporating installation	: *Thiết bị chung nước cất*
1.15. Boiler water transfer pump	: *Bơm chuyển nước nồi hơi*
1.16. Fuel oil heater	: *Bơm hâm dầu đốt*
1.17. Auxiliary machinery	: *Máy phụ*
1.18. Lubricating oil separator	: *Máy phân ly dầu nhờn*

1.19. Preseparation oil heater :*Bầu hâm dầu trước vào máy phân li*

1.20. Fuel oil transfer pump : *Bơm chuyển dầu đốt*

1.21. Lubricating oil transfer pump : *Bơm chuyển dầu nhờn*

1.22. Diesel-generator : *Tổ hợp diezen máy đèn*

1.23. Auxiliary machinery seawater cooling pump : *Bơm nước biển để làm mát các thiết bị phụ*

1.24. Auxiliary machinery fresh water cooling pump : *Bơm nước ngọt để làm mát các thiết bị phụ*

1.25. Auxiliary machinery emergency cooling pump : *Bơm dự phòng để làm mát các thiết bị phụ*

1.26.Manually operated fuel oil pump : *Bơm tay dầu đốt*

1.27.Starting, air tank Starting air bottle : *Chai gió khởi động*

1.28. Waste collector : *Thùng đựng giẻ lau*

1.29. Diesel oil separator : *Máy phân ly dầu diezen*

1.30. Worktable for one person : *Bản thợ một người*

1.31. Air compressor : *Máy nén khí*

1.32. Axial ventilator : *Máy quạt gió dọc trục*

1.33. Fire water pump : *Bơm cưú hỏa*

1.34. Engine test bed : *Bộ thẻ máy*

1.35. Bilge pump, ballast pump : *Bơm hút gió, bơm nước balat*

1.36. Prefilter pump : *Bơm của bầu lọc sơ bộ*

1.37. Sea-water filter : *Bầu lọc nước biển*

1.38. Sanitary washing water pump : *Bơm nước sinh họat*

1.39. Pneumatic sea-water intake tank : *Két nước biển có khí nén*

1.40. Pneumatic fresh-water intake tank : *Két nước ngọt có khí nén*

1.41.Water-heater for domestic needs : *Thiết bị hãm nước sinh họat*

1.42. Hot washing water- pump : *Bơm nước nóng sinh họat*

1.43. Heating system set : *Thiết bị sưởi*

1.44. Ladder : *Cầu thang buồng máy*

1.45. Monorail : *Đường ray palăng*

1.46. Propeller shaft line : *Đường trục chuyển động*

1.47. Ash-collecting tank : *Thùng đựng xỉ*

1.48. Filter air tank : *Thùng áp lực để thổi bầu lọc*

1.49. Service lubricating oil tank : *Thùng phân ly dầu nhờn*

1.50. Diesel oil settling tank : *Két lắng dầu diezen*

1.51. Heavy fuel oil separating tank : *Két lắng dầu nặng*

1.52. Fuel oil measuring tank : *Thùng đo dầu đốt*

1.53. Used-up fuel oil lubricating oil tank, sludge tank : *Két chứa dầu bẩn*

1.54. Diesel oil separator : *Máy phân ly dầu diezen*

1.55. Sea-valve box, sea chest box : *Hộp van thông biên*

1.56. Main sea-water piping : *Ống nước biển chính*

1.57. Ventilating air-pipe line : *Ống quạt gió*

1.58. Refrigerating engines cooling pump : *Bơm làm mát máy lạnh*

2. Some vocabularies of ship's boiler (we often call it as: "*Thết bị nồi hơi tàu thủy")*

2.1. Boiler : *Nồi hơi*

2.2. Fuel oil system : *Hệ thống dầu đốt*

2.3. Feed system : *Hệ thống cấp nước*

2.4. Fuel injector, Oil burner : *Vòi phun*

2.5. Fuel rough-cleaning filter : *Bầu lọc thô dầu đốt*

2.6. Fuel oil pump : *Bơm dầu đốt*

2.7. Air duct :*Đường dẫn gió*

2.8. Fuel fine-cleaning filter : *Bầu lọc tinh dầu đốt*

2.9. Feed-water pump : *Bơm cấp nước*

2.10.Deaerator : *Bộ thử khí*

2.11. Water preheater : *Thiết bị hâm nóng nước*

2.12. Economizer : *Bộ phận làm nóng gió vào*

2.13. Superheater : *Bộ sấy hơi*

2.14. Force-draft blower : *Quạt gió*

3. Some vocabularies of controllable pitch propeller (we often call it as: "*sơ đồ chân vịt biến nước")*

3.1. Slider, slipper : *Con trượt*

3.2. Connecting rod : *Thanh truyền*

3.3. Crank-dish : *Đĩa khuỷu*

3.4. Stock, rod : *Thanh nối*

3.5. Piston : *Pít tông, quả nén*

3.6. Slide valve-regulator : *Van trượt, điều chỉnh*

3.7. Controlling drive : *Dẫn động đến bộ phận điều chỉnh*

3.8. Lubricating oil pump : *Bơm dầu nhờn*

3.9. Electromotor : *Động cơ điện*

3.10. Lubricating oil tank : *két dầu nhờn*