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TRƯỜNG ĐẠI HỌC DÂN LẬP HẢI PHÒNG



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**A STUDY ON SPECIALIZED TERMINOLOGY
TRANSLATION OF MARITIME LOGISTICS**

GRADUATION PAPER

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HẢI PHÒNG - 2018

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TRƯỜNG ĐẠI HỌC DÂN LẬP HẢI PHÒNG

NHIỆM VỤ ĐỀ TÀI TỐT NGHIỆP

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PART I: INTRODUCTION

1. Rationale of the study

The process of globalization dictates higher request to a level of knowledge of language skill. Globalization of the shipping industry and application of modern technologies on broad vessels demand a high level of education and training. In the world of international shipping, with seafarers from different nations sailing on ships to all part of the world, language communication is vitally important between those on broad and between ship and shore. Historically, English has become the means for the communication at sea that is the reason why understanding English terms and its Vietnamese equivalent in maritime logistics is very essential in order to achieve the best results at sea communication. Living in a major port city of Vietnam and having my family working traditionally in the port have inspired me to carry out this research to further my knowledge in maritime logistics.

2. Aim of the study

The study on translation of specialized maritime logistics terminology aims to figure out an overview on translation strategies and procedures to have an effective understanding and communication in maritime logistics.

In details, my Graduation paper aims at:

- * Collecting and presenting English terms in maritime logistics profession.
- * Providing Vietnamese equivalents or expressions for its English terms in maritime logistics profession.
- * Preliminarily analyzing translation strategies and procedures employed in the translation of English terms into their Vietnamese corresponding.
- * Providing some knowledge of maritime logistics profession to students majoring in the field.

3. Scope of the study

Maritime logistics terms are a huge professional field that requires a great amount of time and experiences to research. Due to limitation of time and knowledge, my

study could not cover all aspects of this theme. On that matter, I chose to focus on the vocabulary and knowledge of two specific aspects which are sea shipping and port warehousing in maritime logistics as they are related to each other closely.

4. Method of the study

This Graduation paper is carried out by using the qualitative methods, which deals in logic, and an objective stance. Qualitative research focuses on unchanging data and detailed, convergent reasoning rather than divergent reasoning.

All of English and Vietnamese terms in this graduation paper are collected from internet and dictionary. These data are divided into groups based on their common character.

5. Design of the study

This Graduation paper is divided into three parts, in which the second one is the most important part.

Part I: The rationale, aims, method, scope and design of the research are mentioned to provide readers an overview of the research.

Part II: Mention the main content of the research and is divided into three chapters:

Chapter I: Theoretical background of translation.

Chapter II: Maritime logistics terminology.

Chapter III: Difficulties and suggestions in translating process.

Part III: Summarize main ideas mentioned in previous parts.

PART II: DEVELOPMENT

CHAPTER I: THEORETICAL BACKGROUND

I.1 Translation theory

I.1.1 Definition of translation

There are many different definitions for translation as each translator, researcher, linguist, etc. defines their own idea to understand the concept of translation. This can be seen in most of the following definitions:

According to Brislin (1976, 1) translation is a general term referring to the transfer of thoughts and ideas from one language to another, whether the language is in written or oral form, whether the languages have established orthographies or not' or whether one or both languages is based on signs, as with signs of the deaf.

Nida (1964, 3) regards translation as a scientific subject and points out that "the transference of a message from one language to another is a valid subject for scientific description". In the later publication about translation theory, he proposes the concept of dynamic equivalence and defines translation as "the closest natural equivalent of the source-language message, first in terms of meaning and secondly in terms of style". (Nida, 1982, 12)

Bell, Roger T (1991, 5) claims "translation is the expression in another language (or target language) of what has been in another, source language, preserving semantic and stylistic equivalences". He then also adds "translation is the replacement of a representation of a text in one language by a representation of an equivalent text in a second language".

"Translation is a craft consisting in the attempt to replace a written message and/or statement in one language by the same message and/or statement in another language". (Newmark, 1981, 7)

“It is rendering the meaning of a text into another language in the way that the author intended the text”. (Newmark, 1988, 5)

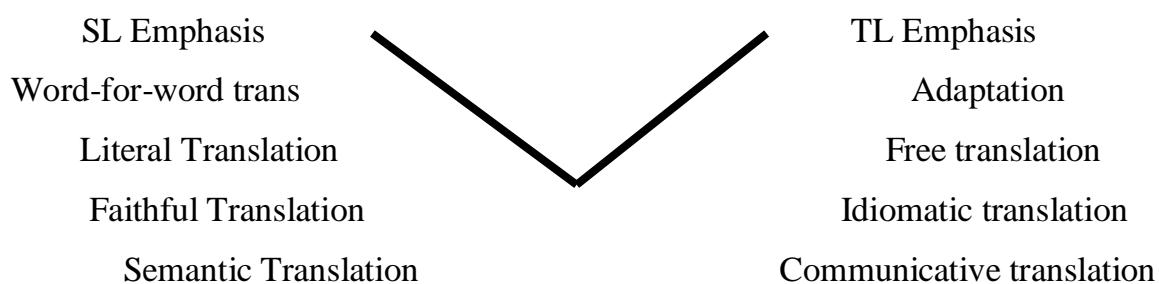
“The process of changing something that is written or spoken into another language”. (Oxford Advanced Learner’s Dictionary 7th edition, p1632)

Surjeet Singh Warwal mentions in his article that “Translation is the comprehension 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 that is translated is called the source text, and the language that it is translated into is called the target language. The product is sometimes called the target text”, he then explains further by breaking down the word “translation” itself. “Translation is the word for Greek and translation word made up two think one is. ‘Trans’+ ‘Lation’, ‘Trans’ means across, ‘Lation’ means to bring. Thus we can say that translation is the S.L to Converted to T.L. Translation is a creative process of reproducing the text from S.L to T.L . It is like a change one set of clothes to another where the context is same”.

Although the above definitions are different, they have some common features generally. To summarize, translation is a process of finding the most adequate equivalents to convey meanings from source language to target language.

I.1.2 Types of translation

There are various methods by which the text is translated. According to Peter Newmark (1988, 45) there are eight methods which have been put in the form of a flattened V diagram below:



(Source: New mark, 1988, 45.)

Word-for-word translation

This is often demonstrated as interlinear translation, with the TL immediately below the SL words. The SL word-order is preserved and the words translated singly by their most common meanings, out of context. Cultural words are translated literally. The main use of word-for-word translation is either to understand the mechanics of the source language or construe a difficult text as a pre-translation process.

Literal translation

The SL grammatical constructions are converted to their nearest TL equivalents but the lexical words are again translated singly, out of context. As a pre-translation process, this indicates the problems to be solved.

Faithful translation

A faithful translation attempts to reproduce the precise contextual meaning of the original within the constraints of the TL grammatical structures. It 'transfer' cultural words and preserves the degree of grammatical and lexical 'abnormality' (deviation from SL norms) in the translation. It attempts to be completely faithful to the intentions and the text-realization of the SL writer.

Semantic translation

Semantic translation differs from 'faithful translation' only in as far as it must take more account of the aesthetic value (that is, the beautiful and natural sounds of the SL text, compromising on 'meaning' where appropriate so that no assonance, word-play or repetition jars in the finished version. Further, it may translate less important cultural words by culturally neutral third or functional terms but not by cultural equivalents. This distinction between 'faithful' and 'semantic' translation is that the first is uncompromising and dogmatic, while the second is more flexible, admits the creative exception to 100% fidelity and allows for the translator's intuitive empathy with the original.

Adaptation

This is the ‘freest’ form of translation. It is used mainly for plays (comedies and poetry), the mems, characters, plots are usually preserved, the SL culture converted to the TL culture and the text rewritten. The deplorable practice of having a play or poem literally translated and then rewritten by an established dramatist or poet has produced many poor adaptations, but other adaptations have ‘rescued’ period plays.

Free translation

Free translation reproduces the matter without the manner, or the content without the form of original. Usually it is a paraphrase much longer than the original, a So-called ‘intralingual translation’, often prolix and pretentious, and not translation at all.

Idiomatic translation

Idiomatic translation reproduces the ‘message’ of the original but tends to distort nuances of meaning by preferring colloquialism and idioms where these do not exist in the original.

Communicative translation

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

I.1.3 Translation procedures

Chesterman .A. (1989) translation procedures are methods applied by translators when they formulate an equivalence for the purpose of transferring elements of meaning from the Source Text to the Target Text. Jean Paul Vinay and Jean Darbelnet in the 1950s came up with seven procedures of translation and as many ways to attain equivalence. Vinay and Darbelnet proposed seven methods or procedures; they are borrowing, calque, literal, transposition, modulation, equivalence, adaptation.

Borrowing

Borrowing is the idea of taking the word from the source language and maintaining it in the target language. It is considered the simplest of the procedures and tends to be employed in two situations: either when discussing a new technical process for which no term exists within the TL, or when maintaining a word from the SL for stylistic effect, in which the translator uses the foreign term to add flavor to the target text.

Calque

A calque is when an expression from the source text is transferred literally into the target text. Calques either follow the syntax of the target language while translating each word literally or ignore the syntax of the target language and maintain the syntax of the source language, rendering the calque is an awkward syntactical structure in the target text. When a translator uses a calque, he or she is creating or using a neologism in the target language by adopting the structure of the source language.

Literal translation

A word-for-word translation can be used in some languages and not others dependent on the sentence structure.

Usually this is called a literal translation or metaphrase. This means a word-for-word translating, achieving a text in the target language which is as correct as it is idiomatic. According to Vinay and Darbelnet, a literal translation can only be applied with languages which are extremely close in cultural terms. It is acceptable only if the translated text retains the same syntax, the same meaning and the same style as the original text.

Transposition

This is the process where parts of speech change their sequence when they are translated. Vinay and Darbelnet referred to translation as changing word class without changing meaning. This refers to when translators (often without thinking) change the word type, such as from nouns to verbs. Vinay and Darbelnet considered

transposition to be either obligatory or optional, and referred to the ST as the base expression and the TT as the transposed expression.

Modulation

The fifth of Vinay and Darbelnet's procedures is modulation. Modulation refers to rendering the TT from a different point of view to that of the ST. Vinay and Darbelnet consider this procedure to be necessary when the results of the former procedures would produce an awkward-sounding translation, despite it being grammatically, syntactically, and lexically correct. Modulation is a way for the translator to find a degree of naturalness in their TT without sacrificing any meaning or accuracy originating from the ST.

Equivalence

The idea of equivalence can be simultaneously simple and complex in Translation Studies, Vinay and Darbenet explain equivalence as something almost inherently cultural, using the example of someone expressing pain. In English, the term "ouch!" is used. While in French, a literal rendering of the sound would be of no use to the reader. Instead, the equivalent of "ouch!" in French is "aïe". Both words would immediately indicate to readers that there is some level of pain involved.

Adaptation

The most complex of Vinay and Darbelnet's translation procedures is the final one, adaption. It is similar to equivalence in the way that the translator seeks to render the SL into whilst ensuring it is just as relevant and meaningful as the original was.

I.2 English for Specific purposes in translation (ESP)

I.2.1 Definitions and characteristics of ESP

ESP is the abbreviation for English for Specific Purpose and it has grown to become one of the most prominent areas of EFL teaching today. As Strevens (1988, 1) mentions that "ESP is a particular case of the general category of special purpose language teaching". Defining ESP is a very different task since different researchers have given different expression to ESP.

According to Strevens (1988, 1-2), a definition of ESP needs to distinguish between four absolute and two variable characteristics:

Absolute characteristics of ESP:

ESP consists of English language teaching which is:

1. Designed to meet specific needs of the learners
2. Related in content (i.e., in its themes and topics) to particular disciplines, occupations and activities.
3. Centered on the language appropriate to those activities, in syntax, lexis, discourse, semantics, etc.
4. In contrast with general English (GE).

* Variable characteristics of ESP:

ESP may be, but is not necessarily:

1. Restricted as to the language skills to be learnt (e.g.: reading only, speech recognition only, etc.)
2. Taught according to any pre-ordained methodology (i.e., ESP is not restricted to any particular methodology – although communicative methodology is very often felt to be the most appropriate).

To clarify the meaning of ESP, Dudley-Evans (1998, 4) gave an extended definition in terms of “absolute” and “variable” characteristics...

*Absolute Characteristics

1. ESP is defined to meet specific needs of the learners
2. ESP makes use of underlying methodology and activities of the discipline it serves
3. ESP is centered on the language appropriate to these activities in terms of grammar, lexis, register, study skills, discourse and genre.

*Variable Characteristics

1. ESP may be related to or designed for specific disciplines
2. ESP may use, in specific teaching situations, a different methodology from that of

3. ESP is likely to be designed for adult learners, either at a tertiary level institution or in a professional work situation. It could, however, be for learners at secondary school level
4. ESP is generally designed for intermediate or advanced students
5. Most ESP courses assume some basic knowledge of the language systems.

The definition Dudley-Evans (1998) offered is clearly influenced by that of Strevens (1988), although he has improved it by removing the absolute characteristics of that ESP is “in contrast with GE”, and has included more variable characteristics. From the above definition, ESP does not aim at specific discipline or at a certain group, ability range. It is rather an approach to teaching or as Hutchinson (1987, 19) concludes “ESP is an approach to language teaching in which all decisions as to content and method are based on the learner’s reason for learning”. The need of knowledge will draw learners to learn what they need to know. For an example, the students, registered for maritime logistics, are expecting the English that is taught on a language course to be useful and relevant to their jobs. Therefore, they take part in an English course not due to their interest but rather its usefulness to their career. As Strevens (1988, 4) says “Tell us what you need to learn and for what purpose. We will then design a course which teaches you precisely that: no more or no less. And we will do so by means of highly effective teaching methods”.

I.2.2 Types of ESP

There are many types of ESP. According to Hutchinson & Waters (1987, 18) “ESP is just one branch of EFL (English as a Foreign Language)/ ESP, which are the main branches of English language teaching in general”. According to the tree of ELT (English Language Teaching) given by them (Hutchinson & Waters, 1987, 17), there are two main types of ESP: EAP (English for Academic Purposes) and EOP/EVP/VESL (English for Occupational Purposes/ English for Vocational Purposes/ Vocational English as a Second Language). Robinson (1991, 3) presents two versions of the “ESP family tree”. The first version divides ESP into two branches: EOP involving work-related needs and training and EEP (English for Economics Purposes)/ EAP involving academic study needs (*figure 1*). The second

version divides ESP into three branches: Academic, professional and vocational referring to both work and study-related needs (*figure 2*).

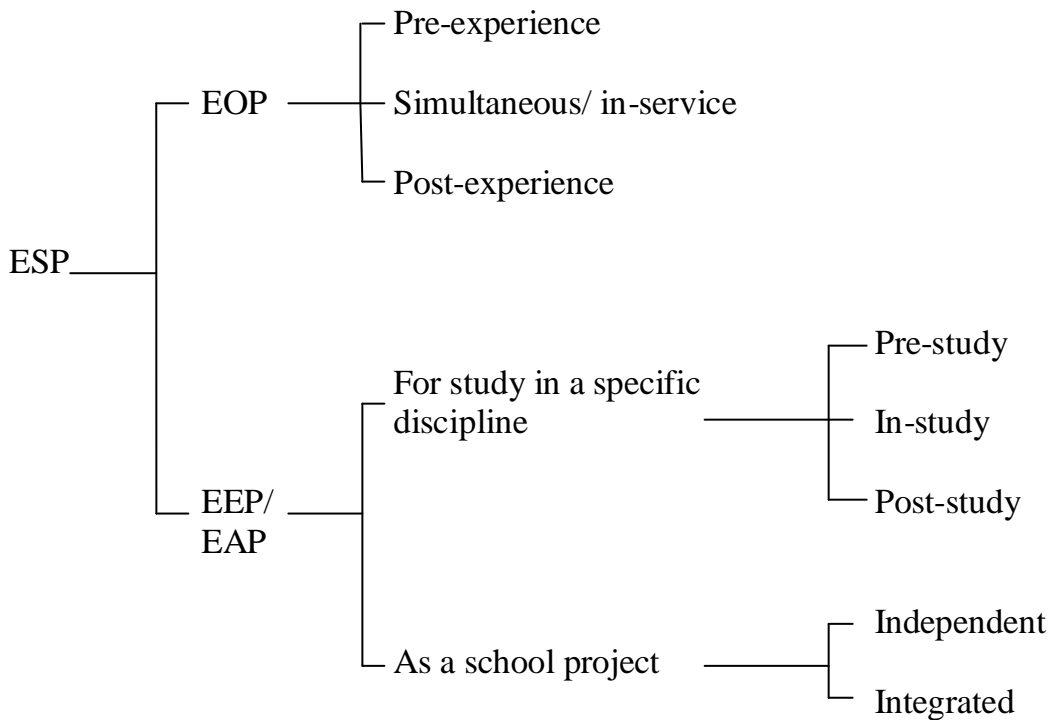


Figure 1: The ESP ‘family tree’ (Robinson, 1991, 3)

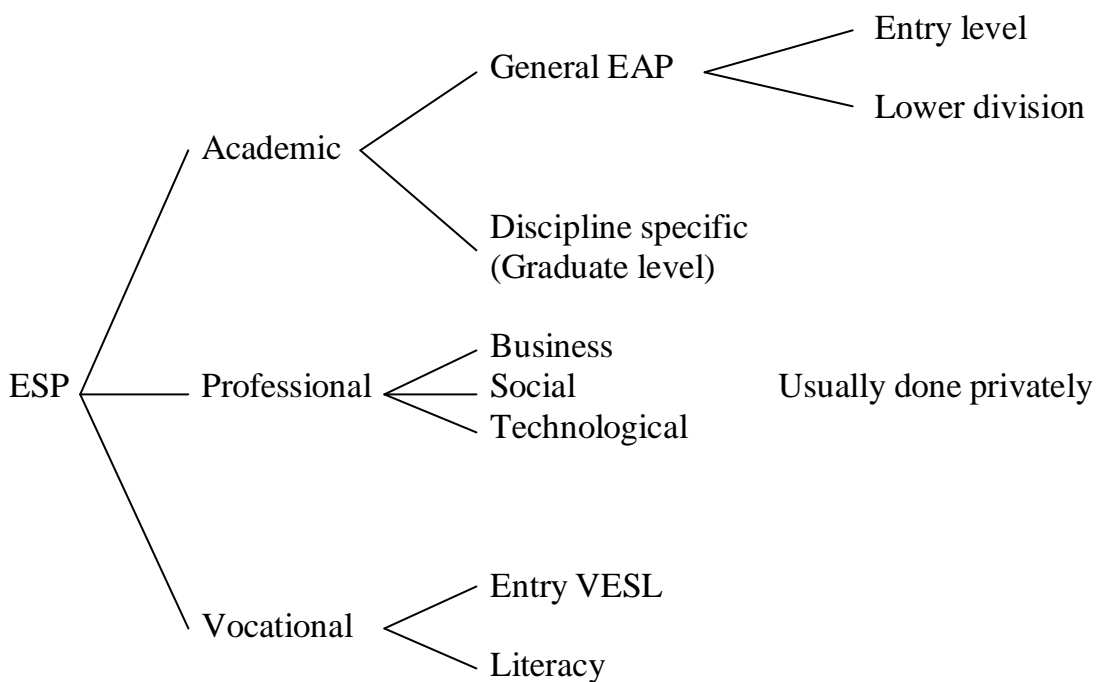


Figure 2: ESP in the USA (Robinson, 1991, 4)

Another typical tree diagram for ESP which divides EAP and EOP according to discipline or professional area is presented by Dudley-Evans (1998, 6) (figure 3)

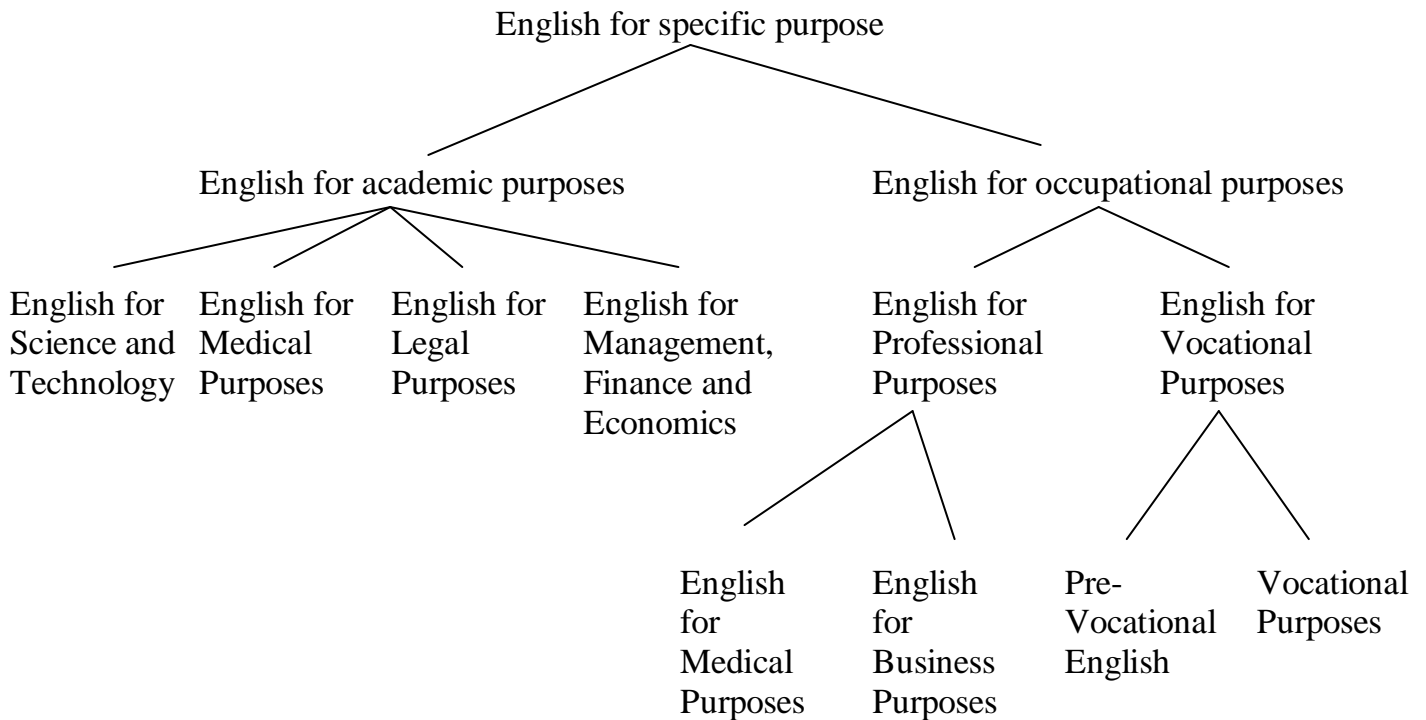


Figure 3: ESP classification by professional area (Evans & John, 1998, 6)

English for specific Purposes, therefore, takes in two types of instruction: EOP (English for Occupational Purposes) and EAP (English for Academic Purposes). Course in EOP trains individual to perform on the job, using English to communicate such as hotel staff, air hostess, etc. EAP, on the other hand, features a common core element known oral presentation which involves the attention to the needs of audience, careful planning and attention to delivery, learning these abilities will enable learners to succeed in English-language academic settings. However to distinguish these two types is rather difficult because, in Vietnam, English is taught only as a foreign language at every university but after graduating learns may use the language as a tool for achieving their purposes in their workplace. This distinction, according to Hutchinson (1987, 16), is “not a clear-cut” because people can work and study simultaneously and in many cases, the language learnt for immediate use in a study environment will be used later when students take up, or return to a job.

I.3 Terminology

I.3.1 Definition of terminology

Terminology plays an important role in the understanding of contexts and specialized texts. Understanding the intricate terminological details of the technical and scientific contexts helps students comprehend what the main message of the document is, and it helps specialists transmit the content more effectively. There has been much research about this topic and a large number of definitions have been proposed.

According to Valeontis and Mantzari (2006, 1), Terminology has two fold meanings: (1) It is the discipline concerned with the principles and methods governing the study of concepts and their designations (terms, names, symbols) in any subject field, and the job of collecting, processing, and managing relevant data and (2) the set of terms belonging to the special language of an individual subject field”.

In the Oxford advanced learner’s dictionary (7th edition, 1583) it is said that terminology is the set of technical words or expressions used in a particular field.

In brief, terminology is a set of terms that are given specific meanings in specific contexts, each term denotes a concept of particular field such as economics, science, biology, and so on.

I.3.2 The distinction between term and word

It is necessary to distinguish between terminology and ordinary words. As Baker (1998) claims “term differ from words in that they are endowed a word with a special form of reference, namely that they refer to discrete conceptual entities, properties, activities or relations which constitute the knowledge space of a particular field”.

According to English Oxford Advanced Dictionary (7th edition, 1758) a word is “a single unit of language which means something and can be spoken or written”. Term is defined as “a word or phrase used as the name of something, especially one connected with a particular type of language: a technical/legal/scientific, etc.”.

Basically, they are names of concepts and subjects belonging to different specialized fields.

In short, a term is a point of reference, whereas a word is only a constituent of language. Hence, all terms are words, but only some words can be terms.

I.3.3 Features of terminology

There are three characteristics of terminology and they are classified namely as accurateness, systematism and popularity.

Accurateness

A term represented a concept in particular field must be clear and exact to make sure there is no misunderstanding and confusion for the ones receiving the terms.

In normal conversation, normal words often convey some characteristics of polysemy and synonym. Accuracy is necessary so that people never mistake one concept to another.

Systematism

As part of a language field, each term has its meaning, position closely related to others reflecting a system of concept of a particular profession. The value of each term is determined by its relationship with other terms in the system. Consequently, a term will lose its profession when isolated from the context. For example, if “free time” is not put in the context of maritime profession, it will normally be understood as “spare time” while in maritime context, it should be understood as “the amount of time that a carrier will be used to load or unload goods on vessels”.

Popularity

Terminology needs to be popular in order to bring the knowledge and benefits to people. In order to achieve popularity, scientific materials should be comprehensible but memorable, easy to speak, write and edit.

In a nutshell, terminology has five important characteristics accurateness, systematism, internationalism, nationalism, and popularity. These characteristics are key elements to the creation of terminology.

The following Internationalism and nationalism characteristics come with the scale of popularity as it indicates the popularity of terms in the world as well as within a nation.

Internationalism

Terms are used internationally because they are scientific concepts expressing in different language. Therefore, it is necessary to agree on terms to be used in different languages in order to develop science faster. A clear example for internationalized terms is medicine profession with names of different illness (Down syndrome, Ebola, Hepatities-C, etc.) and medicines (Tetracycline, Timolol, Vinsamin, etc.)

Each language may require other principles in accordance with its culture. Therefore, terminology in Vietnam also has two typical characteristics including nationalism and popularity.

Nationalism

Although terms are special words used in specialized fiends, they are evidently belonging to part of the national language. Therefore, they also acquire the cultures and characteristics of the national language. Put differently, they should be made from the materials of the national language in terms of lexicology and grammatical composition.

I.4 Non-equivalence at word level and above word level

I.4.1 Non-equivalence at word level

In the process of translating certain text, translator will focus on decoding linguistic element which conveys meaning. The smallest unit which possesses individual meaning is a word.

In the view of Baker (1992, 20), “non-equivalence at word level means that the target language has no equivalent for a word which occurs in the source text”. She then points out 11 common types of non-equivalence at word level including culture-specific concept, source language concept is not lexicalized in the target language, the source language word is semantically complex, etc.

Roger. T. Bell (1991, 6) sees the same problems as she mentions about equivalence that “the ideal of total equivalence is a chimera” and “there is no absolute synonymy between words in the same language, so why should anyone be surprised to discover a lack of synonymy between languages”, she figures out that there is no word equivalent among languages since in the same language there is no absolute synonym between words.

Newmark (1991, 100) also agrees that “it is impossible to expect perfect translation equivalence between source language word and its target language correspondent”. The problem of non-equivalent at word level is recognized by linguistic theorists, it is therefore noteworthy that, the problems of non-equivalence at word level can truly reflex the problems of English-Vietnamese terminology translation.

I.4.2 Non-equivalence at above word level

The second level above word is collocation which is of utmost importance for translation studies of each register (in this case Maritime Logistics English).

In normal conversation or written texts, words rarely occur on their own but they rather company, attach with other words. Baker (1992, 46) “Words are not strung together at random in any language; there are always restrictions on the way they can be combined to convey meaning”.

To have a better look at above word level, defining collocation is necessary as it is concerned with how words collocate with each other. Last but not least, collocations are extremely important both in general language and in the languages for specific purposes. Such word combinations are the first to reflect the specificity of language.

I.4.3 Definition of collocation

There has been much theoretical and applied research on collocation. However, although many researchers and linguists, nowadays, have reached a consensus about the inevitable role of collocation for productive vocabulary, they differ as to what collocation is according to their standpoint.

Linguistically speaking, collocations are mostly used to make reference to some sort of syntagmatic relations of words.

Collocation is defined by Baker (1992, 47), is the tendency of certain words to co-occur regularly in a given language.

In Oxford advanced learner's dictionary, it is said that "a combination of words in a language, that happens very often and more frequent than would happen by chance".

In Oxford collocations Dictionary, collocation is defined as "the way words combine in a language to produce natural-sounding speech and writing".

Collocation, in brief, is said to be connected with other words in a way that is familiar with native speakers.

I.4.4 Collocational meaning and the shift of meaning in collocation.

Baker (1992, 53) suggests that the meaning of a word depends on its patterns of collocation rather than its own meaning isolated. From her example, the word "dry" is exemplified in following different combinations: *dry cow* (cow cannot produce milk), *dry wine* (original liquid of wine), *dry country* (country where wine is prohibited), and *dry voice* (cold voice expressing emotionless). These combinations have unique meaning that differ from the typical collocations such as *dry clothes*, *dry river*, *dry weather* in which the word "dry" implies 'free from water' or 'waterless'. It becomes clear that a word meaning often depends on its association with certain collocates rather than the sum of meanings of its individual element. Taking account of collocational meaning rather than substituting individual words with their dictionary equivalents is therefore significant to translate the source text.

In maritime discourse, there are words that signal shifts in their meaning. For example, the verb "*steer*" may shift from "*direct*" (chỉ huy) to "*keep*" (đảm bảo) as in "*to steer a ship*" (chỉ huy một con tàu) and "*to steer a steady course*" (đảm bảo hành trình ổn định).

The fact should be added that certain phrases appear both in the standard and maritime register under the same or almost the same form but having different meaning. For example, consider the phrases “to take the plunge” and “to take a plunge”. The form of these phrases shows just a small difference between them, but as a whole they look very similar. However, in standard English “to take the plunge” is regarded as “to decide to do something after thinking about it for a long time”. In maritime English, “to take a plunge” is used to refer to the act of plunging or immersing.

CHAPTER II: A STUDY ON TRANSLATION OF MARITIME LOGISTICS TERMINOLOGY

II.1 Logistics

II.1.1 Definition of logistics

Logistics is the integration and management of the product value chain from suppliers to the customers. It includes all aspects of the chain of production, including design, suppliers, financing, information, energy, transportation, distribution, and sales.

(<http://www.investinganswers.com/financial-dictionary/businesses-corporations/logistics-580>).

The term logistics comes from the late 19th century from French and is defined as accountant or responsible for counting. Throughout the development of the world, now logistics is attached to the brand of economy as it is a process of planning, implementing and controlling procedures for the efficient and effective transportation and storage of goods from the point of origin to the point of consumption.

II.1.2 Maritime and logistics

II.1.2.1 Concept, focusing point and functions of maritime logistics:

Concept	_Maritime logistics is the process of planning, implementing and managing the movement of goods and information involved in ocean carriage.
Focusing point	_Maritime logistics is concerned with not only individual functions relating to sea transportation, but also an effective logistics flow as a systematic entity of the logistics integration system.
Functions	_Sea transportation activities: e.g contracting, shipping, sea voyage, moving cargo, and loading/unloading _Additional logistics services; e.g stripping/stuffing, storage, warehousing, offering a distribution centre, quality control, testing, assembly, packaging, repacking, repairing, inland connection, and re-use.

Source: Song D K, 2012, Maritime logistics: A complete guide to effective shipping and port management, P.12

II.1.3 Maritime transportation

II.1.3.1 Concept:

Maritime transport is the shipment of goods (cargo) and people (passengers) by sea and other waterways.

II.1.3.2 Overview:

According to GFP (The Global Facilitation Partnership for Transportation and Trade) more than 80% of world trade is carried by sea, constituting by far the most important means of transport of goods. Maritime transport has been growing annually by around 3.1% for the past three decades. Although there are many shipping companies in the maritime industry, most of them are small with insignificant market shares. For example, 52% of the world TEU capacity in 2012 was provided by the top 10 largest service operators. The top 3 (Maersk Line, Denmark; MSC, Switzerland; and the CMA-CGM Group, France) supply a total of 5,291,145 TEU, approximately 30% of the world's total TEU capacity. Even though the largest shipping companies are located in developed economies their fleets are by large registered in developing countries. Panama and Liberia, the two leading registries account for one third of the world's deadweight tonnage.

International maritime transport costs tend to be on average between two to three times as high as custom duties of importing countries. Still it is the cheapest way of transporting large amounts of goods compared to other transport methods.

II.2 Construction of maritime logistics terminology

II.2.1 Single terms

Single term is a technique word that has its own meaning. The below illustration is the classified single term formed by a noun or a verb.

II.2.1.1 Single terminologies in form of noun formed by suffix and prefixes

Maritime terminologies in the form of nouns with the help of suffixes and prefixes such as "*ment*", "*er*", "*inter*", "*age*", "*tion*" and "*ness*". The below table includes a list of nouns belonging to this type.

English	Vietnamese
<p data-bbox="438 219 687 253" style="text-align: center;">Affreightment (n)</p> <p data-bbox="311 315 815 591">An agreement made by an ocean carrier to provide cargo space on a vessel at a specified time and for a specified price to accommodate an exporter or importer.</p>	<p data-bbox="1027 219 1214 253" style="text-align: center;">Việc thuê tàu</p> <p data-bbox="842 315 1398 1005">Người thuê tàu hoặc chủ hàng (Affreighter/ Cargo owner) có nhu cầu chuyên chở sẽ đàm phán, ký kết với người chở thuê hoặc chủ tàu (Carrier/Ships owner) một hợp đồng thuê tàu mà theo đó người chở thuê cam kết vận chuyển hàng hoá, cung cấp diện tích hay toàn bộ tàu cho người thuê sử dụng trong thời gian nhất định để vận chuyển hàng hoá xuất nhập khẩu và người thuê phải trả số tiền cước đã được thoả thuận.</p>
<p data-bbox="488 1034 638 1068" style="text-align: center;">Carrier (n)</p> <p data-bbox="311 1131 815 1464">Any person or entity who, in a contract of carriage, undertakes to perform or to procure the performance of carriage by rail, road, sea, air, inland waterway or by a combination of such modes.</p>	<p data-bbox="987 1034 1251 1068" style="text-align: center;">Người chuyên chở</p> <p data-bbox="842 1131 1374 1164">Người vận tải hàng hoá, người lái tàu.</p>
<p data-bbox="445 1494 681 1527" style="text-align: center;">Consignment (n)</p> <p data-bbox="311 1590 815 1682">A shipment of goods to a consignee.</p>	<p data-bbox="1051 1494 1187 1527" style="text-align: center;">Gửi hàng</p> <p data-bbox="842 1590 1362 1682">Việc vận chuyển hàng hoá đến người nhận hàng.</p>
<p data-bbox="469 1711 657 1744" style="text-align: center;">Container (n)</p> <p data-bbox="311 1807 815 2024">A truck trailer body that can be detached from the chassis for loading into a vessel, a rail car or stacked in a container depot.</p>	<p data-bbox="1038 1711 1200 1744" style="text-align: center;">Công-ten-ơ</p> <p data-bbox="842 1807 1398 2024">Là một công cụ vận tải hàng hoá có sức chứa lớn và dễ vận chuyển trên nhiều phương tiện như tàu thuỷ, tàu hoả,...</p>

<p style="text-align: center;">Intermodal (n)</p> <p>Used to denote movements of cargo containers interchangeably between transport modes, i.e., motor, rail, water, and air carriers, and where the equipment is compatible within the multiple systems.</p>	<p style="text-align: center;">Vận tải kết hợp</p> <p>Là hoạt động vận chuyển hàng hoá từ điểm lấy hàng đến điểm trả hàng bằng nhiều phương thức vận chuyển khác nhau (đường bộ, đường thuỷ, đường hàng không...).</p>
<p style="text-align: center;">Lighterage (n)</p> <p>Refers to carriage of goods by lighter and the charge assessed there from.</p>	<p style="text-align: center;">Việc lũng hàng</p> <p>Là cách bốc hoặc dỡ hàng khi tàu không cập bến trực tiếp, phải neo đậu ngoài cầu cảng và sử dụng sà lan (Lighter) để vận chuyển hàng hoá lên/xuống tàu.</p>
<p style="text-align: center;">Shipment (n)</p> <p>Freight tendered to a carrier by one consignor at one place at one time for delivery to one consignee at one place on one bill of lading.</p>	<p style="text-align: center;">Việc gửi hàng</p> <p>Việc gửi hàng hoá đến người vận chuyển trên một vận đơn đường biển.</p>
<p style="text-align: center;">Towage (n)</p> <p>The charge made for towing a vessel.</p>	<p style="text-align: center;">Phí kéo tàu</p> <p>Khoản phí để chi trả cho việc kéo, đẩy tàu.</p>
<p style="text-align: center;">Unitization (n)</p> <p>– The consolidation of a quantity of individual items into one large shipping unit for easier handling. – Loading one or more large items of cargo onto a single piece of equipment, such as a pallet.</p>	<p style="text-align: center;">Đơn vị hoá</p> <p>Chỉ việc gộp các kiện hàng lẻ thành một đơn vị có kích cỡ thống nhất để nâng cao hiệu quả bốc dỡ và vận chuyển. Quá trình đơn vị hoá các kiện hàng lẻ dẫn đến sự ra đời cách vận chuyển bằng pallet và cách vận chuyển công-te-nơ.</p>

Seaworthiness (n)	Tính năng hàng hải
The fitness of a vessel for its intended use.	Chỉ tàu đủ điều kiện để ra khơi.

II.2.1.2 Single terminologies in form of verb:

Single terminologies in form of verbs are widely used in communication in maritime logistics as following examples.

English	Vietnamese
Confirm (v)	Xác nhận
Depart (v)	Khởi hành
Export (v)	Xuất khẩu
Import (v)	Nhập khẩu
Navigate (v)	Điều hướng
Ship (v)	Vận chuyển
Steer (v)	Lái tàu
Stow (v)	Chất hàng hoá
Strand (v)	Mắc cạn
Tow (v)	Kéo tàu

II.2.2 Compound terminologies

Compound grammatically can be a noun, an adjective or a verb made of two or more words or parts of words written as one or more words, or joined by hyphen. Therefore, compound terminologies can be understood as terms consisting of two or more words, in which most of them are compound nouns, compound adjectives. The below classifications are commonly used in maritime logistics.

II.2.2.1 Compound terminologies consisting of noun as classifier + thing:

It includes two nouns, in which the initial holds the function as classifier and help distinguish the second noun from other similar concepts.

English	Vietnamese
<p data-bbox="437 219 667 253" style="text-align: center;">Anchorage dues</p> <p data-bbox="263 333 841 427">Money paid so that a ship can anchor somewhere.</p>	<p data-bbox="1061 219 1246 253" style="text-align: center;">Thuế neo tàu</p> <p data-bbox="868 333 1292 367">Số tiền phải trả để neo đậu tàu</p>
<p data-bbox="432 459 671 492" style="text-align: center;">Average adjuster</p> <p data-bbox="263 573 841 848">Experts in the law and practice of general average and marine insurance. They prepare claims under marine insurance policies which generally involve loss or damage to marine craft.</p>	<p data-bbox="975 459 1334 492" style="text-align: center;">Chuyên viên tính tổn thất</p> <p data-bbox="868 573 1445 786">Chuyên gia có kinh nghiệm trong công việc tính toán thiệt hại và phí tổn của những bên có quyền lợi trong chuyến đi biển.</p>
<p data-bbox="459 880 644 913" style="text-align: center;">Berth charter</p> <p data-bbox="263 972 841 1126">If a vessel chartered for loading “on the berth”, the contract of carriage was Berth charter.</p>	<p data-bbox="963 880 1345 913" style="text-align: center;">Hợp đồng chở hàng tại bến</p> <p data-bbox="868 972 1445 1189">Khi một hợp đồng thuê tàu quy định chủ tàu nhận chở thuê hàng tại một bến được nêu tên cụ thể “on the berth”, thì được gọi là “hợp đồng chở tàu tại bến”.</p>
<p data-bbox="485 1220 619 1254" style="text-align: center;">Bulk area</p> <p data-bbox="263 1312 841 1467">A storage area for large items which at at a minimum are most efficiently handle by pallet load.</p>	<p data-bbox="1031 1220 1279 1254" style="text-align: center;">Khu vực hàng rời</p> <p data-bbox="868 1312 1445 1413">Khu lưu giữ số lượng lớn hàng hóa được quản lý hiệu quả bằng pallet.</p>
<p data-bbox="475 1496 628 1529" style="text-align: center;">Car carrier</p> <p data-bbox="263 1597 841 1751">Known as ro-ro, vessels designed to carry wheeled cargo, such as cars, trucks, etc.</p>	<p data-bbox="1066 1496 1248 1529" style="text-align: center;">Tàu chở ô tô</p> <p data-bbox="868 1597 1445 1697">Là loại tàu chuyên dung để các phương tiện có bánh lái như xe ô tô, xe tải, etc.</p>
<p data-bbox="456 1836 647 1870" style="text-align: center;">Harbour dues</p> <p data-bbox="263 1951 841 2051">Fees payable in return for permission to moor at a particular harbor.</p>	<p data-bbox="1088 1836 1225 1870" style="text-align: center;">Cảng phí</p> <p data-bbox="868 1951 1445 2051">Số tiền chủ tàu chi trả để sử dụng cảng trong việc kinh doanh.</p>

Tonnage Certificate	Giấy chứng nhận dung tải
A certificate stating the gross and net tonnage of a ship.	Giấy chứng nhận kích thước, dung tích, trọng tải của tàu.

II.2.2.2 Compound terminologies consisting of adjective as classifier + thing:

The adjective element of the compound term holds the function of classifier as illustrated below.

English	Vietnamese
Autonomous port	Cảng tự quản
A state-owned enterprise.	Một loại cảng được quản lý bởi chính quyền sở tại
Dangerous goods	Hàng hoá nguy hiểm
Solids, liquids, gases that can harm people, other living organisms, property, or the environment	Là các loại hàng hóa có đặc tính lý hóa dễ gây cháy nổ, ăn mòn, nhiễm độc, phóng xạ, etc có thể gây nguy hiểm đến con người, sinh vật sống và tài sản hoặc môi trường.
Free despatch	Miễn thưởng bốc/dỡ nhanh
If loading/discharging achieved sooner than agreed, there will be no freight money returned.	Chủ tàu không phải trả tiền bốc/dỡ nhanh cho chủ hàng, cho dù người này đã rút ngắn được thời gian bốc/dỡ hàng sớm hơn quy định trong hợp đồng.
General cargo	Hàng bách hoá
Goods that must be loaded individually, and not in intermodal containers nor in bulk as with oil or grain	Là các loại hàng thông thường, được đóng thành đơn vị khác với công-te-nơ hoặc hàng hóa số lượng lớn như dầu hoặc ngũ cốc.

Indicative seal	Dấu phong
Highly effective way to secure shipment, equipment, etc.	Dùng để niêm phong hàng hóa, công-te-nơ, etc.
Gearless ship	Tàu không có trang bị bốc/dỡ hàng
A carrier that needs assistant from equipment installed at port	
Tidal port	Cảng thủy triều
The water levels within the port are subject to change with the ocean tides.	Là cảng có mực nước biển động do chịu ảnh hưởng của thủy triều lên xuống.

II.2.2.3 Compound terminologies consisting of present participle + noun:

These terminologies include one word which is Present participle – V-ing form and one word being a noun (thing) as following examples.

English	Vietnamese
Bagging plant	Thiết bị đóng bao
A machine designed for packaging goods.	Thiết bị dùng để đóng bao hàng hóa.
Coasting trade	Hàng hải ven bờ
Trade carried on by water between neighboring ports of the same country.	Là hoạt động vận chuyển của các con tàu giữa cảng ven bờ của cùng một nước.
Discharging time	thời gian dỡ hàng
The time it takes to fully discharge a shipment.	Thời gian dùng để dỡ hàng hóa.

<p>Floating policy</p> <p>A policy covering loss of or damage to specified goods irrespective of the ship in which they are consigned.</p>	<p>Hợp đồng bảo hiểm đê ngõ</p> <p>Là loại bảo hiểm ghi điều khoản chi trả thiệt hại của một số hàng hóa đã được định sẵn giá trị.</p>
<p>Mooring dues</p> <p>Dues pay for mooring at ports</p>	<p>Phí buộc dây</p> <p>Chi phí chi trả để neo đậu tại cảng.</p>
<p>Rolling cargo</p> <p>Any wheeled freight that is usually loaded or towed onto a ship.</p>	<p>Hàng chuyển chở có bánh lăn</p> <p>Các loại hàng hóa có bánh lăn chuyên chở.</p>
<p>Sailing list</p> <p>List of ports of call of a ship.</p>	<p>Lịch tàu chạy</p> <p>Bản biểu về thời gian và chuyển đi cụ thể ghé qua các cảng làm hàng của tàu.</p>
<p>Shipping conference</p> <p>A group of shipping lines which have associated to offer regular service on specific routes at publicly announced prices.</p>	<p>Công hội hàng hải</p> <p>Là hình thức liên kết kinh doanh của các hãng tàu chợ cùng kinh doanh trong một khu vực hay trên một tuyến đường vận tải.</p>

II.2.2.4 Compound terminologies consisting of past participle + noun:

Terminologies include one word which is past participle – verb-ed form and one word being a noun (thing) in below table.

English	Vietnamese
<p style="text-align: center;">Arrived ship</p> <p>The vessel must reach the agreed destination and be physically and legally ready to commence cargo and the notice of readiness must be given correctly by the master.</p>	<p style="text-align: center;">Tàu đã đến</p> <p>Tàu phải đáp ứng đủ ba điều kiện để được gọi là “tàu đã đến”: (1) đã thực sự vào cầu, bến và có tên trong hợp đồng. (2) đã sẵn sàng để bốc, dỡ hàng, (3) đã có văn bản thông báo bốc dỡ trao cho người nhận.</p>
<p style="text-align: center;">Bonded cargo</p> <p>Dutiable goods undergo manufacturing operation without payment of duty.</p>	<p style="text-align: center;">Hàng lưu kho ngoại quan</p> <p>Các hàng hóa tạm thời lưu ở kho ngoại quan để chờ nộp thuế.</p>
<p style="text-align: center;">Bonded store</p> <p>A building or other secured area in which bonded cargo is stored.</p>	<p style="text-align: center;">Kho ngoại quan</p> <p>Nơi lưu giữ hàng hóa ngoại quan chưa đóng thuế.</p>
<p style="text-align: center;">Combined transport</p> <p>A form of intermodal transport, which is the movement of goods with same loading unit using two or more modes of transport.</p>	<p style="text-align: center;">Vận tải đa phương thức</p> <p>Cách vận chuyển hàng hóa có sự tham gia phối hợp từ 2 phương thức vận tải trở lên.</p>
<p style="text-align: center;">Insulated hold</p> <p>The insulated area to store goods during the shipment</p>	<p style="text-align: center;">Khoang cách nhiệt</p> <p>Khoang hàng được cách nhiệt để lưu giữ cách hàng hóa trong khi vận chuyển.</p>

Refrigerated ship	Tàu đông lạnh
A type of ship used to transport perishable commodities which require temperature-control.	Loại tàu dùng để vận chuyển hàng hóa dễ hư hỏng cần nhiệt độ thấp để bảo quản.
Ventilated container	Container thông gió
Container provided ventilation to prevent depreciation.	Các công-te-nơ được trang bị hệ thống thông gió

II.2.3 Neologism in maritime logistics

Neologisms are the process of creating new words by combining existing words, they can be considered as eponyms and acronyms.

II.2.3.1 Eponyms in maritime logistics

Eponyms are proper nouns that commonly used for an idea it is associated with which is usually a person, place, thing.

English	Vietnamese
Hague – Visby rules	Quy tắc Hague – Visby
A set of international rules for the international carriage of goods by sea.	Là quy tắc luật pháp dựa trên công ước quốc tế chi phối vận chuyển hàng đường biển.
Hamburg rules	Quy tắc Hamburg
A set of rules governing the international shipment of goods.	Là quy tắc luật pháp chi phối hợp đồng vận tải đường biển.

<p style="text-align: center;">Malaccamax</p> <p>The largest ships that can pass through the Strait off Malacca.</p>	<p style="text-align: center;">Tiêu chuẩn Malaccamax</p> <p>Tàu có kích thước lớn có thể đi qua eo biển Malacca.</p>
<p style="text-align: center;">Panamax</p> <p>The size regulations for vessel set by the Panama Canal Authority.</p>	<p style="text-align: center;">Tiêu chuẩn panama</p> <p>Kích thước của tàu thủy được đặt ra bởi cơ quan quản lý Panama.</p>
<p style="text-align: center;">Suezmax</p> <p>Named after the famous Suez Canal. They are mid-sized vessels, designed to pass through Suez canal.</p>	<p style="text-align: center;">Tiêu chuẩn Suezmax</p> <p>Là tiêu chuẩn sử dụng để miêu tả các tàu có kích cỡ lớn nhất có thể đi qua kênh đào Suez.</p>
<p style="text-align: center;">York-Antwerp</p> <p>A codification of the law of general average, the maritime principle that specifies that all parties involved in a sea venture must proportionately share any losses that result from sacrifices made to the cargo to save the remainder.</p>	<p style="text-align: center;">Quy tắc York-Antwerp</p> <p>Là quy tắc để tính thiệt hại tổn thất chung mà trong đó để đảm bảo lợi ích các bên (chủ tàu, chủ hàng) thì mỗi bên phải cùng nhau gánh chịu tổn thất khi sự cố xảy ra.</p>

II.2.3.2 Acronyms in maritime logistics

Acronyms terminology is a short abbreviation form of words that are commonly used in maritime logistics documents, contracts and communication. It is a word or name form as an abbreviation from the initial components as the below table illustrate.

Abbreviation	English	Vietnamese
A.B.S	American Bureau of shipping	Tổ chức đăng kiểm tàu Hoa Kỳ
BIMCO	Baltic and International Maritime Conference	Công hội Hàng hải Quốc tế và vùng Bantic
DWT	Deadweight tonnage	Đơn vị đo năng lực vận tải của tàu tính bằng tấn
FAS	Free Alongside Ship	Giao dọc mạn tàu
FIO	Free In and Out	Miễn phí bốc và dỡ
IMDG Code	International Maritime Dangerous Goods Code	Quy tắc quốc tế về vận chuyển hàng nguy hiểm đường biển
IMO	International Maritime Organization	Tổ chức hàng hải quốc tế

CHAPTER III: DIFFICULTIES AND SUGGESTED SOLUTIONS IN TRANSLATING MARITIME LOGISTICS TERMINOLOGY

III.1 Difficulties in translating maritime logistics terminology

III.1.1 Finding the most adequate equivalent unit

Source text can be translated in many ways but in order to find the most adequate equivalent unit is rather hard. Words in general English can carry different meanings and express new concepts in specific English, therefore, translators may find it confusing thus misunderstand the meaning of word between general English and specific English.

For example, “*free time*” which can be translated in general English into Vietnamese as “*thời gian rảnh*” meaning time is free from duties, responsibilities or time available for hobbies and activities; however, in maritime context, “*free time*” expresses time for goods owners to unload goods without any charge and is translated as “*thời gian nhận hàng*”. If the translator misunderstands the word “free time” in maritime context, he or she may take a break during the hours to unload goods thus affect the whole performance of the system.

Taking account of more following examples: “*general average*”, “*rider*”, and “*broken stowage*”. These terms when put in ordinary English could be normally understood differently from maritime profession respectively as “a number calculated by dividing the sum of the values by their number”; “a person riding a horse”; “damaged stowage”. While in maritime context, they refer to different concepts translating into Vietnamese as “*tổn thất chung*”, “*phụ lục đính kèm*” and “*khoảng trống chất xếp*”.

Another problem that translators might encounter is that sometimes there can be multiple translations for the source text; therefore, translators must strive to choose the correct one that suits the professional environment. For example, “*additional charges*” can be translated as “*phí bổ sung*”, “*chi phí thêm*” or “*phụ phí*”. In this

case, the mentioned three translations are acceptable yet only “phụ phí” is frequently used in the maritime profession. Taking another example as “*Carrier*”, the term has two meanings in which one implies “*a person*” and the other means “*a vessel*”. Under this circumstance, translators have to reflect the situation to translate the appropriate meaning.

In order to deliver a best possible translated text, translators have to practice and accumulate experiences so it requires a lot of time and effort of the translators.

III.1.2 No direct equivalence from target language to source language

In maritime logistics, there are a lot of terms that express new ideas, concepts that are formed in the working process. Therefore, it arises the problem that translators cannot find or have knowledge of the direct equivalent for the target language.

For instance, the concept of “*pallet*” in English is known as a flat wooden structure that goods are put on. While in Vietnamese, “*pallet*” has no equivalent word to it. The concept of pallet has been around for a very long time yet it is not lexicalized in Vietnamese language.

Another problem that needs to be addressed is the complex of semantical terms in source language. This is a fairly common problem in translation that sometimes terms can express a set of meanings that the target language has no correspondent for it. Taking the following examples:

English	Vietnamese
Non reversible layday	Thời gian bốc dỡ không bù trừ
Vessel sharing agreement	Thỏa thuận chia phần tàu chạy chung lịch trình
Cell guide	Cấu trúc định hướng chất xếp container
Gearless ship	Tàu không có trang bị bốc/dỡ hàng

However, despite the challenges when translating, the professional translators still can, and must, re-create the message of the source text. To conclude this chapter, some suggested solutions to overcome the translation difficulties in maritime logistics will be shown below.

III.2 Suggested solutions in translating maritime logistics terminology

III.2.1 Translation by omission

Omission means dropping a word or words that are not essential from the source language text while translating. This procedure can be the out come of avoiding redundancy in translation text.

For example, the meaning of “*Bill of lading*” can be fully transferred word to word into Vietnamese without omission as “*Hóa đơn về vận tải*”. However, in order to make it feel naturally to the listeners/readers, the word “of” should be omitted and the equivalent of “bill of lading” should be “*Hóa đơn vận tải*” or shorter “*Vận đơn*”.

This procedure helps the content of the translated text sound more natural for Vietnamese while still keeps the original message.

English	Vietnamese
Labels of dangerous goods	Nhãn hàng nguy hiểm
Memorandum of affreightment	Bản ghi nhớ thuê tàu
Notice of readiness	Thông báo giao nhận
Port of distress	Cảng lánh nạn
Port of registry	Cảng đăng ký
Private form of charter-party	Mẫu hợp đồng thuê tàu tư nhân
Rate of freight	Cước suất
The international convention of the tonnage measurement of ship	Chứng nhận quốc tế dung tải tàu

III.2.2 Translation by using borrowed words

A borrowed word as the name suggested, it is a word or phrase borrowed from another language to express or describe a concept for which where is no obvious word available.

Using borrowed words is the effective way to fill languages gaps in meaning while simultaneously contributing to better communication of human language. This strategy is particularly common in dealing with culture-specific items and foreign concepts.

Taking some following examples: “Acid”, “Aerial”, “Container”, “Tonnage” and “sling”, in the process of borrowing, it is common for phonological changes and semantic changes to occur. The pronunciation of the word is inevitably altered since the sound making up the word may not all exist in the language that borrows it. As a result, the above examples are translated respectively as “A-xít”, “Ăng-ten”, “Công-te-nơ”, “Tấn” and “xì-lăng”.

III.2.3. Translation by a collocation with similar meaning

When rendering source language collocation into target language, translators strive to produce collocation which is typical in the target language, while at the same time allowing for the meaning associated with the source language collocation, for instance:

Collocation	Meaning	Vietnamese equivalent
Anchor comes home	To draw anchor toward the ship	Nhổ neo
To give a storm warning	To notify a signal of a storm	Thông báo dấu hiệu bão.
To give a wide berth	To keep reasonable distance	Giữ khoảng cách
To proceed towards harbor	To move towards harbour	Di chuyển lại gần bên cảng
To put the hammer down	To accelerate	Tăng tốc

III.2.4 Transposition translation

It is obvious that some of the compound nouns can be translated literally into Vietnamese. However, there are some that do not have direct equivalent from Vietnamese language. This technique makes grammatical changes when translating from source language into target language, it consists of the replacement of a word class by another word class without changing the meaning. From a stylistic view point, the transposed expression does not have the same value, but the meaning is remained the same, what is the most important is to choose the form that best fits the context. Taking the following example:

English	Vietnamese
Shipping agent	Đại lý hàng hải
Shipping instructions	Bản chỉ dẫn làm hàng
Shipping note	Thông báo gửi hàng

The above examples indicate the different equivalent of the word “*Shipping*” in different context, in which the Vietnamese equivalent for “*shipping*” changes as “*làm hàng*”, “*gửi hàng*”, “*hàng hải*” to fit best the context of the word.

Another example of transposition is the grammatical changes that occur in the target language. Taking account of some following examples:

English	Vietnamese
<u>Picked ports</u> Adj Noun	<u>Cảng được chọn</u> Noun Verb
<u>Bonded warehouse</u> Adj Noun	<u>Kho ngoại quan</u> Noun Noun
<u>Reverible layday</u> Adj Noun	<u>Thời gian bốc dỡ bù trừ</u> Noun Verb

From above examples, it can be easy to notice that some of the participants of the compound terminologies in these examples change its grammatical form, from “*Adjective*” to “*Verb*” and “*Noun*” in order to achieve equivalence.

III.2.5 Translation by adding information

This strategy is intended to add a word in a sentence to make it more understandable, however, the content of the text should be kept the same as the original text.

One way of adding more information is, translator adds a verb so that the produced target text is clear, straightforward and easy to understand as following examples:

English	Vietnamese
Rate of loading	Năng suất bốc, xếp hàng
Seasonal port	Cảng hoạt động theo mùa
Statement of facts	Bảng kê thời gian bốc dỡ hàng
Uncontainable cargo	Hàng quá khổ

Translator can also add more information to target text for specification purpose. These additions may happen or be done by translator to avoid any ambiguity in translating into the target text as following examples:

English	Vietnamese
Pick up charge	Phụ phí nhận công-te-nơ
Rolling cargo	Hàng chuyên chở có bánh lăn
Unprotected goods	Hàng để trần, không bao bì che chắn
Vanning	Việc đóng hàng (chất xếp hàng) vào công-te-nơ.

PART III: CONCLUSION

Maritime logistics is a key enabler of a country's ability to trade internationally, especially in the case of an open, trading economy. Globally, maritime represents over 80 per cent of total world merchandise trade; therefore, knowing the standardized sea language - English is crucial in order to achieve the best communication between ship and shore.

This thesis is conducted to have insight knowledge and methods of maritime logistics translation providing readers popular maritime logistics terminologies and methods of translation.

The research cannot carry out all aspects of maritime logistics and certainly there are limitations due to limited time and experience. I would highly appreciate any constructive comments from teachers, friends, students and those who are interested in maritime logistics.

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APPENDIX 1: Choose the appropriate translation

1. Demurrage

Definition: A penalty charge against shippers or consignees for delaying the carrier's equipment beyond the allowed free time. The free time and demurrage charges are set forth in the charter party or freight tariff.

A: Một khoản phí mà các chủ hàng hoặc người nhận hàng phải trả vì chậm trễ lưu hàng lâu hơn thời gian nhận hàng cho phép. Thời gian nhận hàng và phí lưu bãi được quy định trong hợp đồng thuê tàu hoặc bảng giá cước.

B: Một khoản phí phạt đối với chủ hàng hoặc người nhận hàng để trì hoãn thiết bị của nhà cung cấp dịch vụ vượt quá thời gian miễn phí cho phép. Thời gian miễn phí và phí hủy bỏ được quy định trong biểu phí thuê bao hoặc phí vận chuyển.

C: Một phụ trách hình phạt đối với chủ hàng hoặc người nhận hàng cho trì hoãn trang thiết bị của hãng vượt quá thời gian rảnh rỗi cho phép. Thời gian và lưu bãi cước miễn phí được qui định tại biểu thuế hợp đồng thuê tàu hoặc hàng hóa.

2. Freight forwarder

Definition: Person or company who arranges for the carriage of goods and associated formalities on behalf of a shipper. The duties of a forwarder include booking space on a ship, providing all the necessary documentation, and arranging customs clearance.

A: Là người hoặc công ty làm công việc sắp xếp việc vận chuyển hàng hóa và các thủ tục liên quan thay mặt cho chủ hàng. Nhiệm vụ của người giao hàng bao gồm đặt chỗ trên tàu, cung cấp tất cả các tài liệu cần thiết và sắp xếp thủ tục hải quan.

B: Là người hoặc công ty người sắp xếp cho vận chuyển hàng hóa và liên quan thủ tục thay mặt cho người chủ hàng. Nhiệm vụ của người giao hàng bao gồm đặt không gian trên tàu, cung cấp tất cả các cần thiết tài liệu, và sắp xếp thủ tục hải quan.

C: Là người hoặc công ty sắp xếp xe ngựa trừ hàng hóa và thủ tục liên quan trên danh nghĩa người chủ hàng. Nhiệm vụ của người giao hàng gồm đặt vị trí trên tàu, cung cấp tất cả các tài liệu cần thiết và sắp xếp thủ tục hải quan.

3. Unitization

Definition: The consolidation of a quantity of individual items into one large shipping unit for easier and faster handling through methods such as palletizing, stripping, slinging and containerization.

A: Việc hợp nhất một số lượng cá nhân các mặt hàng thành một đơn vị vận chuyển lớn để dễ dàng hơn và xử lý nhanh hơn thông qua các phương pháp như xếp pallet, tước, slinging và containerization.

B: Sự kết hợp của một số lượng các mục riêng lẻ thành vận chuyển lớn một đơn vị để xử lý dễ dàng hơn và nhanh hơn thông qua các phương pháp như sản xuất tấm pallet, tước, slinging và containerization.

C: Việc gộp các kiện hàng lẻ thành một đơn vị vận chuyển có kích cỡ thống nhất nhằm nâng cao hiệu quả công việc bằng các tấm pa-lét, dây xi lắn hoặc tháo gỡ, sắp xếp hàng vào công-te-nơ.

4. Foreign trade zone

Definition: A free port in a country divorced from customs authority, but under government control. Merchandise, except contraband, maybe stored in the zone without being subject to import duty regulations.

A: Là một cảng miễn phí tại một đất nước li dị với hải quan nhưng nằm dưới sự giám sát của chính phủ. Hàng hóa, ngoại trừ hàng buôn lậu có thể được lưu trữ tại khu vực mà không phải chịu các quy định về thuế nhập khẩu.

B: Là một cảng tự do tại một quốc gia mà không có sự can thiệp của hải quan nhưng bị kiểm soát bởi chính phủ sở tại. Ngoại trừ các hàng hóa buôn lậu, hàng hóa bình thường sẽ được lưu trữ tại khu vực cảng mà không phải chịu các quy định về thuế nhập khẩu.

C: Là một cổng miễn phí tại một quốc gia đã li dị từ cơ quan hải quan. Nhưng dưới sự kiểm soát của chính phủ. Hàng hóa, trừ trường hợp buôn lậu, có thể được lưu trữ trong vùng mà không bị phụ thuộc vào nhập khẩu quy định nhiệm vụ.

Suggested keys:

1. A
2. A
3. C
4. B

APPENDIX 2: Text translation

Text	
Wed. 5 th July	We are at single anchor in Plymouth Sound
Tues. 10 th July 15.00	The pilot comes on board
15.30	We weigh anchor and proceed towards the harbour
16.15	The ship grounds on the western side of Plymouth Sound
17.45	Two tugs lash alongside. They put up a head line and a stern line
18.15	The ship goes off into deep water. We make fast to a mooring buoy
18.30	Pilot leaves the ship

Suggested translation

Thứ 4 ngày 5 tháng 7	Chúng tôi thả neo tại vịnh Plymouth Sound
Thứ 3 ngày 10 tháng 7, 15.00	Hoa tiêu lên tàu
15.30	Chúng tôi nhổ neo và tiến về phía cảng
16.15	Tàu đặt mắc cạn tại phía tây vịnh Plymouth Sound
17.45	Hai tàu kéo tiến sát mạn tài. Họ buộc dây ghìm đầu và đuôi
18.15	Tàu xuống vùng nước sâu. Chúng tôi nhanh chóng thả phao neo
18.30	Hoa tiêu rời tàu

APPENDIX 3: GLOSSARY

A

A.B.S (American Bureau of Shipping): Tổ chức đăng kiểm tàu Hoa Kỳ

Accomplished bill of lading: Vận đơn nhận hàng

Advance freight: Cước trả trước

Advance on freight: Tiền tạm ứng trên cước

Affreightment: Thuê tàu

Anchorage dues: Thuế neo tàu

Antedated bill of lading: Vận đơn ký lùi ngày cấp

Arrived ship: Tàu đã đến

Assortment: Phân hàng hóa

Autonomous port: Cảng tự quản

Average adjuster: Chuyên viên tính tổn thất

B

Back freight: Cước chuyển về

Bagging plant: Thiết bị đóng bao

Ballast: Vật dẫn tàu

Ballastage: Phí dẫn tàu

Bay plan: Sơ đồ ô xếp container

Barratry: Hành vi gây ác ý

Berth charter: Hợp đồng chở hàng

Berth note: Đơn lưu hàng

Berth rates: Cước suất tàu chợ

BIMCO (The Baltic and International Maritime Conference): Công hội hàng hải quốc tế và vùng Ban- Tích

Bond: Giấy cam kết

Bond note: Giấy phép xuất kho ngoại quan

Bonded cargo: Hàng lưu kho ngoại quan

Bonded warehouse: Kho ngoại quan

Booking: Lru khoang

Both ends: Cả hai đầu bên

Box rate: Cước suất container

Brokerage: Khoản trông chất xếp

Bulk area: Khu hàng rời

Bulk cargo: Hàng rời

Bunkers: Kho nhiên liệu

C

Cabotage: Vận hàng ven biển

Car carrier Tàu chở xe

Cargo superintendent Người áp tải hàng

Carrier: Tàu thủy, người vận tải

Certificate of origin: Giấy chứng nhận xuất xứ hàng hóa

CFS (Container Freight Station): Trạm bốc dỡ hàng container

Chassis: Khung cố định container

CL (Carload): Toa hàng hóa

CM (Cubic Meter): Mét khối

Coasting trade: Hàng hải ven bờ

Coastwise Bờ biển

COGSA (Carriage of Goods by Sea Act): Vận chuyển hàng hóa theo luật biển

Combined transport: Vận tải đa phương thức

Commodity code: Mã hàng hóa

Compulsory ship: Tàu viễn thông vô tuyến

Confirm (v): xác nhận

Consignment: Gửi hàng

Container: Công-ten-nơ

CTO (Combined transport Operator): Vận tải liên hợp

D

D&H (Dangerous and Hazardous): Nguy hiểm

Dangerous goods: Hàng hóa nguy hiểm

DDC (Destination Delivery Charge): Phụ phí cước biển

Deadfreight: Cước không

Deadweight: Trọng tải tàu

Demurrage: Giữ tàu quá hạn

Depart (v): Khởi hành

Discharging time: thời gian dỡ hàng

Displacement: Trọng lượng nước rẽ tàu

Dock receipt: Biên lai kho cảng

Dock: Ụ tàu

Dockage: Thuế bến

Dolly: Bộ bẻ ghi

DOT (Department Of Transportation): Bộ giao thông vận tải

Dry bulk: Hàng rời khô

Dry cargo: Hàng khô

Dunnage charge: Phí chèn lót

Dunnage: Vật lót hàng

DWT (Deadweight Tonnage): Đơn vị đo vận tải theo tấn.

E

EIR (Equipment Interchange Receipt): Phiếu giao nhận container

EQ balance: cân đối cont

EWIB (Eastern Weighing and Inspection Bureau): Cục kiểm định phương Đông

Export: Xuất khẩu

Export license: Giấy phép xuất khẩu

F

FAS (Free Alongside Ship): Giá giao dọc mạn tàu

FIO (Free In and Out): Miễn phí bốc dỡ hàng

Floating policy: Hợp đồng bảo hiểm để ngõ

FOB (Free On Board): Giao hàng trên tàu

Fork lift: Xe nâng hàng

Free out: Miễn phí dỡ hàng

Free port: Cảng miễn thuế

Free time: Thời gian nhận hàng

Freight: Hàng hóa chuyên chở

Freighter: Tàu thủy

G

Gearless ship: Tàu thiếu thiết bị chát/ dỡ hàng

General cargo: Hàng thường

Gross tonnage: Tổng trọng tải

Gross weight: Tổng trọng lượng hàng hóa

GVW (Gross Vehicle Weight): Tổng trọng tải xe

H

Hague – Visby rules: Quy tắc Hague- Visby

Hamburg rules: Quy tắc Hamburg

Harbour dues: Cảng phí

Harbour master: Giám đốc cảng

Heavy- lift charge: Phí nhấc hàng nặng

House- to- pier: Từ xưởng đến bến tàu

I

IMDG Code (International Maritime Dangerous Goods): Quy tắc vận chuyển hàng nguy hiểm.

IMO (International Maritime Organization): Tổ chức hàng hải quốc tế.

Import: Nhập khẩu

Indicative seal: Dấu phong

Insulated hold: Khoang cách nhiệt

Intermodal: Vận tải hỗn hợp

L

Labels of dangerous goods: Nhãn hàng nguy hiểm

Lighterage: Cước phí xà lan

Lighter: Xà lan

Liner: Tàu chợ

Load line: Vạch tải

Longshoreman: Công nhân bốc xếp

M

Mooring dues: Phí buộc dây

Measurement cargo: Hàng nhẹ

Minimum charge: Chi phí tối thiểu

Mini landbridge: Cầu lục địa

Memorandum of affreightment: Bản ghi nhớ thuê tàu

N

Navigate: Điều hướng

Notice of readiness: Thông báo giao nhận

Natural wastage: Hao hụt tự nhiên

Nonreversible layday: Thời gian bốc dỡ không bù trừ

P

Pick up charge: Phụ phí nhận công-ten-nơ

Picked ports: Cảng được chọn

Port of distress: Cảng lánh nạn

Port of registry: Cảng đăng kiểm

Private form of charter-party: Mẫu hợp đồng thuê tàu tư nhân

R

Rate of freight: Cước suất

Rate of loading: Năng suất bốc, xếp hàng

Refrigerated ship: Tàu đông lạnh

Reverible layday: Thời gian bốc dỡ bù trừ

Rolling cargo: Hàng chuyên chở có bánh lăn

S

Seasonal port: Cảng hoạt động theo mùa

Seaworthiness: Tính năng hàng hải

Ship: Tàu biển

Shipment: Gửi hàng

Shipping agent: Đại lý hàng hải

Shipping conderence: Công hội hàng hải

Shipping instructions: Bản chỉ dẫn làm hàng

Shipping note: Thông báo gửi hàng

Statement of facts: Bảng kê thời gian bốc dỡ

Steer: Chỉ đạo tàu

Stow: Chặt hàng hóa

Strand: Mắc cạn

T

Tidal port: Cảng thủy triều

Tonnage certificate: Giấy chứng nhận dung tải

Tow: Kéo tàu

Towage: Phí kéo tàu

U

Uncontainable cargo: Hàng quá khổ

Unitization: Đơn vị hóa

Unprotected goods: Hàng dễ trầy

Unit load: Đơn vị tải

Unloading: Dỡ hàng hóa

V

Vanning: Xếp hàng vào container

Ventilated container: Công-ten-nơ thông gió

Vessel manifest: Bản khai xuất nhập cảnh