

On Anglicisms in Maritime Croatian

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The work deals with the basic issues of defining the term »maritime language« and its conceptual and terminological determination in Croatian and English. A brief survey is made of the history and development of the contacts between maritime English and maritime Croatian, describing also the specific features of this development. Language contacts are predominantly studied in such sources as maritime-related professional literature and periodic journals, as well as maritime lexicographic material and works in Croatian. It is shown that, in addition to common speech, language contacts can also be studied in the so called »restricted languages« such as the language used by seafarers. Such studies are possible on all levels of linguistic description, particularly on the lexical level, which is supported by numerous examples of English loan-words in Croatian maritime language.

Introduction

This paper aims to show that language contacts and the resultant linguistic borrowing can be studied in both general and in the highly specific, culture- or civilisation-bound varieties of any two languages in contact. This is also true of so-called »restricted language« varieties such as the highly prescribed and strictly followed communication patterns set forth and practiced in air navigation, or of a somewhat less formalized language variety recommended by the International Maritime Organisation (IMO) for use in maritime transportation and seaborne navigation.

The specific language varieties under discussion are »**maritime English**« and »**maritime Croatian**«. Within this context the superordinary term »**maritime language**«

calls for a more detailed explanation as it largely differs in meaning between English and Croatian. In Croatian the meaning derives from the rather vague and semantically wide term »pomorstvo« which in terms of semantic coverage has almost no parallel in any other European language (Pritchard 1985, 1992, Urbany 1985). It is therefore difficult to determine its exact translation equivalents as they greatly vary with use, particularly with reference to their lexical range. Thus, the following English translation approximations rather than equivalents are possible:

Pomorstvo:

1 seamanship = pomoračke/mornarske vještine; moreplovstvo, vještina plovljenja; »pomorstvo« (Fr. art nautique, matelotage, marine, navigation, It. arte (abilita) marinaresca, arte della navigazione, Ger. Seemannschaft)

2 sailing = plovidba, brodarenje, brođenje; jedrenje (It. navigazione, vela, Ger. Segeln)

3 seafaring = pomorski život, plovidba morem (It. mestiere del marinaio, il viaggiare per mare, Ger. Seefahrt)

4 navigation, nautics = plovidba morem, navigacija, nautika; brodarenje; moreplovstvo; »pomorstvo« (Fr. navigation, It. navigazione, Ger. Schifffahrt, Navigation)

5 shipping = brodovlje; ukrcavanje; trgovačka mornarica (fr. embarquement; expedition par mer; navigation, It. imbarco; spedizione per mare; navigazione, Ger. Einschiffung; Verschiffung; Schifffahrt, Navigation)

6 maritime affairs; naval affairs; maritime activities = 0; »pomorstvo«, Ger. Seewesen

7 (the) marine, (the) Marines = mornarica; pomorstvo; mornaričko pješaštvo (Fr. marine, It. marina, Ger. (Kriegs)Marine)

It is significant that the lexeme *pomorstvo* is offered only for the headword (7) **Marine** in English – Croatian general dictionaries, whereas in technical, i. e. maritime dictionaries, the same term has been verified only in the instances underlined above for the purpose. The term *maritime affairs*, as a possible English translation of the Croatian *pomorstvo* is used only for legal or administrative purposes: e.g. Ministry of Maritime Affairs. It has not been recorded in any English-speaking country and therefore represents a mere translation from Croatian into English. Instead, terms such as *Ministry of the Marine (in Canada)*, *Ministry of the Merchant Marine* (France, Italy, Spain) are better translational approximations, though still not covering fully the wide area of the meaning of the Croatian *pomorstvo*. This partial contrastive analysis shows, without any need for further elaboration, that the semantic field of the Croatian word *pomorstvo* covers a much wider field of meaning and includes a far greater number of senses than any of the English translations offered in the lexicographic works consulted (Filipović, Drvodelić, Bujas, Urbany, Sansoni-Collins, Vandenberghe etc., see References). The author has however found a number of instances where the term *pomorstvo* could be a valid translation of the above English terms, given an adequate linguistic and situational context (cf. shipping nations = pomorske zemlje in a US Encyclopaedia). The translation equivalent No. 6 (maritime affairs) has been most widely used in translations from Croatian, though the terms can be labelled as near-translations and not equivalents, as these have not been verified in original English or American texts. The term *pomorstvo* is generally

defined in Croatian as an activity encompassing shipbuilding and shipping' ('djelatnost koja objedinjuje brodogradnju i brodarstvo', Anić 1994), but in fact it also covers such economic activities as ports and the fishing industry (Brajković 1973), and relates to »skills and social relationships upon the sea and those related to the sea« (Cerić-Turina 1973). Obviously, there is no such general term in English or other languages of the European maritime nations, that covers such a wide range of senses, which may cause difficulties in translation. The difference in meaning between Croatian and English is somewhat levelled by the attributive use of the adjective maritime.

The same also applies to the term **pomorski engleski** or **pomorski hrvatski** as confronted with *maritime English* and *maritime Croatian*. The latter collocations represent a lexical innovation (a neologism) in English, created and introduced into English under the influence of and via so-called international English mainly through indirect contacts (technical journals, international maritime communications, etc). The true, original English collocations are *nautical English* or *seafaring English* (cf. Strevens, and maritime textbooks in the 60'ies and 70'ies.). These terms, however, are much narrower in range and more specific in meaning (cf. *jargon*) than maritime English (e.g. Blakey 1985). We shall therefore take the term *maritime English* or *maritime Croatian* to cover the wider meaning derived from the word pomorstvo described above.

Following Crystal-Davy 1966, Halliday, MacIntosh, Strevens 1964, Quirk 1972, maritime language can be defined, linguistically, as a specific language variety (English or Croatian) which is part of the user's communicative competence, i.e. his knowledge and capability of using a specific system of linguistic signs. It is at the user's disposal and ensures him an appropriate use of the language in a specific, i.e. maritime-related situation. This variety (also called »variation« or »variant« reflects the use of the language rather than the user (his status, role, attitude, etc.) in the speech act, and the appropriateness of linguistic expression (content + form) is dependent on the subject-matter or subject-field and register, style, etc.. Appropriateness according to subject-matter is the key concept in the maritime varieties of either English or Croatian. The principal linguistic features of these varieties are the specific technically-marked (i.e. maritime-related) vocabulary, semantic changes and specific lexical range and collocability of the words of general vocabulary appropriate to the subject-matter, characteristic recurrence and frequency of the vocabulary and certain grammatical structures, situational constraints on their use. Because of the nature of the Croatian term *pomorstvo* (see above) the maritime variety of the English or Croatian language has been divided here into five registers determined by subject-matter: nautical, technical, communicative, legal, and the register of maritime business. Though the term »register« is not the most appropriate, as it is used in a number of different meanings, it will be used here in the critical sense described by Halliday, Macintosh, Strevens 1964 and Crystal-Davy 1966.

2. The English element in the languages of some major European maritime nations

Throughout centuries, for obvious reasons, the maritime vocabulary has been most open to the influence of foreign elements. This is particularly true of English as a number of European maritime nations contributed to its nautical and sea-related vocabulary (i.e. Gaelic: *beak-head, gaff*; Old Norse; Danish, Icelandic, Swedish: *bag, ballast, cove, creek, dogger, leg, log, reef, rigging, shroud, spar, wake, wreck*); Dutch (*boom, buoy, cleat, cruiser, dock, dunnage, hull, knot, skipper, sloop, yacht*); French (*barque, bollard, , corvette, commander, commodore, compass, collision, displacement, freight, master, port, pilotage, ullage*; Italian: *gasket, gondola, mole poop, prow, regatta*; Spanish: *armada, cargo, dispatch, hurricane, stevedore*), German: *hinterland, snorkel, U-boat*) etc., as well as from non-European languages (*dinghy, monsoon, typhoon*). Imported through English as the intermediary language, many of these words have now become fully integrated English loan-words in a number of maritime languages.

The English influence, however, is a twentieth century development in language contacts, which has been particularly pronounced since World War II. This can be traced in sources such as maritime journals, textbooks, handbooks, instruction manuals, legal documents (conventions, rules and regulations), and transcripts of spoken communications. The contacts with Scandinavian languages and Dutch were both direct and indirect, whereas those with German, French, Spanish, Greek, Russian, Polish, and, of course, Croatian, were predominantly indirect, i.e. through cultural, technological (nautical, engineering, communications, information science), and civilisational influence. A few examples recorded in our corpus or taken from recent publications will be sufficient to show the character of such contacts and the degree of adaptation of the English loan-words.

Thus the following anglicisms (either single lexical units, multi-word lexical units, or phrases, legal clauses, etc.) in French may be shown as examples (from the 1994 issues of 'Journal de la marine marchande et du transport multimodal'), mainly referring to the legal and business and occasionally nautical or technical register (i.e. varieties by subject-matter): *always afloat, as near as, off-port, Bill of Lading, cargo booking note, broker, car-ferry, container, deadweight, Delivery Order, demurrage, Liberty-ship, Notice of Readiness, Paramount Clause, Time-Charter; forepeak, radar, safe berth, safe port, statement of facts, stem, tanker, tramp, vente FOB, whether in berth or not, weather working day*, etc. These terms can be found in everyday use in all the European maritime nations. The degree of their adaptation varies greatly, cf: *l'affretement des reefers vs. marche du reefer, service direct et feederling integree; navires handysize – pour les vraquiers handysize, taux time-charter, un »mortgage« enregistre, docks et entrepots, la revision des accords de pool de fret*, etc. Often English terms are given priority on account of their frequency, transparency or

motivation, with the French counterparts usually quoted in brackets or used as a comment: feeder (in feeder ships = *nourrice*), bare-boat charter (*affrètement coque-nue*), berth conditions (*conditions du port*), shipchandler (*fournisseur du navire*). Only a few words have reached the stage of integration (*stockage*, *trimage*).

The English element in maritime German has been increasingly introduced in the last five decades, and has sometimes been integrated into the technical language (i.e. *Fachsprache*) to such an extent that a significant number of English loan-words, at various stages of adaptation, appear as headwords in German-English dictionaries, either as single or multi-word lexical units, often in hybrid compounds with German words: *Allotment*, *Arrest*, *Charterparty*, *Bulkcarrier*, *Chief-Mate*, *Dock*, *Surcharge*, *General Cargo*, *Handling*, *Liner Terms*, *Loran*, *Lumpsum-Fracht*, *Spreader*, *Squat*, *Supercargo*, *Trailer*, *Trawler*, *Ullage*, and even verbs such as *checken* (check), *plotten*, *riggen*, *slippen* (cf. slip the line), *trimmen*, *vermoren*, *warpen*. Most significant in the phonological adaptation, under the influence of French, is the transphonemisation of the consonant /t/ into German /ʃ/ in such words as *checken*, *Charter*, which is also reflected in the orthographic form: *Wunsch* (winch). Orthographic adaptation can also be seen in the following examples: *Mooring-Winde* and *Muring Winde* (mooring winch), *Muringleine* (mooring line), *Muringkette* (mooring chain), *Reling* (reeling), *Rigg* (rig), *Schelf* (shelf), *Tallymann* (tallyman). On the morphological level there is evidence of adaptation by adding German affixes to English models: *Tallierung* (tallying), *vermoren* (to moor), *chartern* (to charter), or vice versa (*Muring*), cf. also in non maritime-marked vocabulary: ein Schiff mit einer Muring verankern (Duden, 1989). This is also the case with retaining the English suffix '-ing' (*Mooring-Winde*). Morphological adaptation seems to present no problems because of the typological similarity of the two languages, which often produces the same bound morphemes: cf. the suffix *-er* in *Charterer*, *Liner*, *Bulker*, *Tanker* etc. As in the case of maritime French and Italian, the English plural suffix is sometimes retained in the borrowed nouns: *Terminals*. Very often English loan-words co-exist in the same text with their German counterparts (cf. *Container – Grossbehälter*, *Bill of Lading – Konossement*,¹ *Donkey Boiler – Hilfsboiler*), in which case the loan-word is given priority, particularly in legal and business texts for the sake of accurateness and appropriateness.

The most common method of introducing English maritime words is through lexical composition of a hybrid type: *Containerschiffe*, *Container-Schiffart*, *Containerkostenkontrolle*, *3-Katz-Containerbrücke*, *Kühlcontainer*; *Chartermarkt*, *Charterreederei*, *Charterschiff*, *Charterraten*, *Chartertonne*, *Chartervertrag*. Finally, the extent of the influence of the English element, even on the level higher than the

¹ This French loan-word is older and more frequent than *Bill of Lading* in non-maritime related situations.

sentence, can be assessed from the following example from the 1995 issues of the »Hansa« journal:

- Kostenparameter: 1. Leasing-Rate pro TEU/Tag,
 2. Maintenance & Repairkosten per TEU/Tag,
 3. Repositioning/Stockfeeding per TEU/Tag.

In maritime Italian similar trends, as shown above, can be confirmed. This has been particularly the case following the introduction of modern shipping and communication technologies (from the 70's onwards). The following examples are from 1995 issues of the Italian journal »Tecnologie & trasporti per il mare«: *roll-on/roll-off e multipurpose* (ships), *collegamenti regolari ro-ro*, *terminal containers*, *taffici ro-ro*, *unità containers*; *dinghi*, *jack di presa corrente*, *mayday*, *radar*, *silos*, *tramping*; *bunkering*, *catering*, *engineering*, *meeting*, *staff*, *terminal*, *tracking*, *training*; *bareboat*, *outsider*, *shipping*. Their adaptation or possible integration into the Italian language is less pronounced than in the case of German as it is more difficult, especially on the phonological level. On the syntactic level the English element seems to result in innovations especially in the composition of the noun phrase, which rarely passes the stage of primary adaptation, remaining mainly in the form of the model or compromise replica, cf.:

il bareboat o altri compromessi panacei; i terminal portuali; ...; navi gassiere e bulk-carriers; nel quadro dello shipping italiano; loro operano come outsider nel settore del trasporto di chimici; e pochi raiders avevano tentato di funzionamento del radar nautico; apparecchiature radar automatiche; l'istituto dispone di uno staff di qualificati istruttori; simulatore Sindel, 50 bersagli, tre own ships con asserviti 4 radar ARPA, etc.

Particular problems arise in the category of agreement in number and gender between the noun and the adjective (*i terminal portuali*, *apparecchiature radar automatiche*). A particular feature of English-Italian contacts in the maritime language is the tendency to retain the plural ending of the source language: *navi portacontainers*, *i pochi raiders*, *navi bulk-carriers*, *tre own ships*, *2000 containers*, though this is not the case in e.g. *apparecchiature radar*. On account of an extended period of its presence in the Italian language, one would expect a higher degree of adaptation of the term container ship. Instead double plural forms co-exist: a compromise replica, i.e. *navi portacontainers* (much more frequent in the corpus) and its Italian substitution *navi portacontenitori*.

3. A historic survey of the contacts between maritime English and maritime Croatian

The early history of the English and Croatian language contacts in maritime trade and general seamanship is difficult to trace. However, there is some evidence

of the presence of Dubrovnik's tradesmen, predominantly shipmasters, who then were also shipowners, engaged in the carriage of Hampshire kersey (»a kind of coarse narrow cloth woven from long wool, usu. ribbed«, COD) in the cross-trade from England to Dutch ports.

The word kersey, therefore, is probably one of the first English words to have entered the language of Dubrovnik's tradesmen and the Croatian maritime vocabulary. Obviously, some other lexical units from the same subject-field, potentially those referring to insurance of the goods, capital raising for business ventures, share capital for building ships etc., must have at least been very familiar and in regular use by Dubrovnik tradesmen stationed in London in the 16th century (Ramsay 1977:31-46).

On the other hand, some of the Italian words then in use in Dubrovnik may have entered the jargon of the English sailors and merchants importing goods into England in the 16th and 17th centuries from the Eastern Mediterranean (e.g. names of fruits, oils, spices). Thus Dubrovnik Italian may have been an intermediary language in the English-Italian contacts of the time.

Dubrovnik sailing vessels of the time, the galleons, were called argosies in English. This word proves to be the first linguistic evidence of the existence of the earliest language contacts of Dubrovnik with England and the first trace of Dubrovnik's presence in England, cf.:

argosy: a large merchant ship, orig. esp. from Ragusa (now Dubrovnik) or Venice. Etymology prob. It. Ragusea (nave) Ragusan (vessel) (COD).

The Croatian word **uskok** (recorded as **scocks** in 1632, cf. Filipović 1977), re-appearing much later in the term 'Uscocs' War', is known to be the first Croatian word met or learnt by the English as a result of cultural contacts between Dubrovnik and England. There is, of course, other evidence of the contacts between maritime English and Croatian besides that of Dubrovnik. Mention may here be made of other Croatian ports and shipbuilding yards such as those at Senj, Korčula, and Zadar. The word **berton** (of French origin), a type of English sailing vessel calling at Dubrovnik during the 16th-17th century, was surely one of the first English maritime words known to be imported into Croatian (Luetić 1977). The presence of these ships and of the English tradesmen, noblemen, soldiers, and even members of the royal family can be traced in a number of reliefs and inscriptions, notably in Dubrovnik and Korčula, in the 14th, 15th, 16th century and particularly after the Battle of Lissa on 13th March 1811, (Viška bitka) and the presence of the British military, in the aftermath of the battle, on Korčula (1812-1815). Thus, in addition to **berton**, the words **king** (*kyng*) and **mercy** inscribed in the Latin text on a bronze stand in the Dubrovnik cathedral (cf. HENRICE MEMENTO QUIA MORIERIS **KYNG. IHESU MERCY**, from the 15th century) may be considered one of the first

and earliest pieces of evidence of the presence of the English language on Croatian soil. Cvito Fisković (1977) writes that the inscription 'probably relates to the English king Henry VIII. English words relating to the imports into Dubrovnik from England of such goods as stoneware, tableware, and furniture must have been known to the tradesmen and seafarers in Dubrovnik and other major towns on the Croatian Adriatic coast. A lexical study of the early history of English-Croatian language contacts might be useful to provide a deeper study of the way these words entered the Croatian maritime language and the general Croatian vocabulary.

The subsequent history of English-Croatian maritime language contacts can best be studied by an insight into the development of the Croatian monolingual and, in particular, bilingual or multilingual lexicography. English words can be found both as headwords on the left-hand side of Croatian-English dictionaries and as translation equivalents in English-Croatian dictionaries. These have undergone various degrees of adaptation in Croatian. Thus English loan-words can be traced in the first Croatian maritime dictionary compiled in manuscript by J.A. Mikoč in 1852 (»Rječnik Rukokretni«, Jurišić 1958) and in the first published maritime dictionary, »Riečnik morski«, in 1870 (Babić 1870), which appeared only seven years after the first Italian maritime dictionary. The Croatian maritime terms had, however, been included in A. Jal's multilingual »Glossaire nautique« in 1848 (Jal 1848). These two dictionaries contained the following anglicisms as headwords: **koter** (*cutter*), from Italian »cottero«, and **vinchs**, obviously a mis-spelling of winch (Cr. *mlinčić*).

As contacts between the two languages grew, the number of anglicisms in the lexicographic works (dictionaries, glossaries, terminological lists etc.) increased, and as a result English loan-words such as **bum**, **log-plavčica**, **pičpajn**, **trimometar** (boom, speed-log, pitch-pine, trimometre) could be found in the description of a Croatian sailing vessel, whereas in a Croatian – German – Italian dictionary published 1922 (Crnić 1922) fourteen English maritime terms had been introduced in the word list: **bum**, **log**, **derić**, **dok**, **ekonomizer**, **kingstonov ventil**, **kuter**, **lubrikator**, **mesender**, **slip**, **slipdok**, **spring**, **škuna**, i.e. adaptation of boom, log, derrick, dock, economizer (in steam engines), Kingston valve (sea valve), cutter, lubricator, messenger (line), slip(way), slip dock, spring (i.e. a ship's mooring line), schooner. The word **koter** is the first adaptation form under the influence of Italian (cottero), whereas the later pronunciation may be attributed to the influence of German as the intermediary language or an adaptation into Croatian based on orthography. The former form (**koter**) is used by elderly people along the Croatian coast. The pronunciation **škuna** most probably comes from a combination of the German and English pronunciation. **Kingston(ov) ventil** or just **kingston** is a kind of a pseudo-anglicism, as it does not appear in maritime English, and is used as a common noun in Croatian although it is a proper name in English, deriving its form from the name of the manufacturer of sea or inlet valves, which seems to be a common feature in

the process of linguistic borrowing from English into Croatian (cf. McGregor = hatch covers, Paceco = container gantry cranes, etc). During World War II a number of English naval terms were adopted in Croatian: **konvoj**, **komodor**, **kruzer** (convoy, commodore, cruiser). During the period following the Second World War up to the present date there has been a continuous inflow of English maritime terms into Croatian, particularly in the field of electronic navigation systems (**arpa**, **Consol**, **Loran**, **racon**, **radar**, **ramark**, **satnav**), the marine and shipbuilding technology (**koper**/copper-paint, **koferdam**/cofferdam, **slip propeler**/slip of the propeller, **ejektor**/ejector, **monitor**, **balsa**, **barrel**, **bilge**, **bulbasti** pramac/bulbous bow, **lift** (Croatian »viličar«), **sprinkler sustav**/sprinkler system, **Liberty-brod**/Liberty-ship, **dinghy**, **vinč**/winch, **lok**/lock, **ston**/stone, **shifting board**, etc.), the legal and business register of the maritime language (**racon**, **as fast as can**, **at shipper's risk**, **Act of God**, **cesser clause**, **delivery order**, **demurrage**, **freight**, **forward**, **broken stowage**, **port authority**), etc. One can note various degrees of interference, adaptation or even integration into the Croatian language, ranging from instances of code-switching (both in speech and writing), compromise replicas to full integration. It must be added that the new words from English filled the gaps, referential and lexical, which were formed by the improvement and recent achievements of shipping and transport technology, communications, and electronic navigation. As far as technical (maritime- and ship-related) vocabulary is concerned, the language of the ordinary Croatian seafarer is still a mixture of Italian loan words, predominant in number, increasingly recurrent English loan-words, and the tendency towards the use of standard, recommended vocabulary based on the genuine terminology which has been systematically recorded and compiled over the past five decades among the coastal population of Croatia.

3. Corpus

Before a more detailed analysis of anglicisms on various linguistic levels a few words should be said about the corpus. The corpus of examples was collected and compiled from the following written sources: journals: *Pomorstvo* (1945–1975), *Naše more* (1970–1994), *Brodogradnja* (1975–1994), books and textbooks on various maritime-related topics, annual collections of papers *Pomorski zbornik*, *Zbornik Pomorskog fakulteta u Rijeci*, company newsletters, and a whole range of lexicographic works (dictionaries, terminological articles, etc.). In the period between 1960–1975 a total of 200 different anglicisms were recorded in the journal *Pomorstvo*, from those with extremely high frequencies (929 occurrences of the various forms of the English lexical item *container*) to *happax legomena*. Other

words showing a relatively high frequency are: deadweight (453), radar (185), tanker (130), bulk carrier (112), dock (94), Liberty (-ship, 54) etc.

4. The phonological level

The study of linguistic contacts on the phonological level covers: (a) direct contacts, which require a special study and will be touched upon here only as a means of exemplification via transcripts of instances of speech acts where code-switching may be involved² or where the use of the English elements can be recorded in the spoken language variety, and (b) indirect contacts (through cultural, technological, and civilisational interference). The latter is the main source of linguistic information in this work. Contacts on this level are difficult to trace with great reliability as the adapted phonological forms mainly follow the orthographic form, or the so-called spelling pronunciation (Filipović 1981a:126) accompanied with some graphetic means (inverted commas, brackets, different letter case or font etc.). The study of the corpus material reveals that the theoretical framework established for the general vocabulary is also applicable to the specific vocabulary in the English-Croatian language contacts.

Thus there is sufficient evidence in the corpus of written texts for complete transphonemisation in the case of vowel phonemes /i:/, /ɛ/, /ʌ/, /ɔ:/, /u:/ represented by orthographic equivalents in Croatian pronunciation /i/: *bikon*, *pik*, *voki-toki*, *čif*, *marinci* (beacon, peak, talkie-walkie, Chief, the Marines), /e/: *dekometar*, *derić*, *feri*, *feribot*, *trend*, *spreder* (Deccometre, ferry, ferry-boat, derrick, trend, spreader; /ʌ/ *balker*, *damping* (bulker, dumping); /ɔ:/: *order*, *suport* (order, support); /u:/: *bum*, *monsun* (boom, monsoon). The same also holds for most consonants. Even a superficial survey of the examples given here will show that in some instances transphonemisation is based on the rules of direct contact or through learning (*bikon* – *beacon*, *pik* – *peak*), whereas in other cases orthographic pronunciation or orthographic transfer prevails and it is in these examples that adaptation is complete and integration is made possible. It must also be assumed that the same rules of complete transphonemisation apply in the cases of the loan-words following the model spelling.

² Transcripts have been made by the author of texts encompassing nearly 12 hours of recorded maritime VHS communications involving the Croatian ships in navigation (arrivals, departures, passage through channels, distress etc.) in international waters

Partial transphonemisation into the Croatian phonemes /i/, /e/, /a/, /o/ and /u/ according to pronunciation and orthography, has been recorded for the English phonemes /ʌ/, /æ/, /ɑ:/, /ɔ/, /ʊ/ (*inč/inch*, *klif/cliff*, *kliper/clipper*; *menadžer/manager*, *balkerijer/bulk-carrier*, *hendikep/handicap*, *tanker/tanker*; *barter/barter*, *target/target*, *marker/marker*, *čarter/charter*; *boks/box*, *dok/dock*, *doker/docker*, *ploter/plotter*; *buking/booking*, *čartrum/chartroom*. Instability in the forms of transphonemisation (cf. /æ/ into /e/ or /a/) may be attributed to dialects or even idiolects in the transfer of English words into the Croatian maritime vocabulary, but orthography still remains the main source of adaptation.

Free transphonemisation applies in cases where the differences are the greatest and involves the vowels: /ə/ and /ɜ:/ (*bojler/boiler*, *čarter/charter*, *tanker/tanker*; *fertilizer/fertiliser*, *inert plin/inert gas*, *terminal/terminal*) almost invariably following the orthography of the model and giving /-er/ and /-er-/ in Croatian. Diphthong /ei/ in some very frequent words is transferred into /ej/ (*kontejner*), /e/ (*kontener*), and /au/ (*kontajner* – this form is restricted to spoken language used among dockers); cf. also *displej* for *display*, *dedvejt* and *dedvajt* for *deadweight*, *trejd* for *trade*; Finally, reduction of the same diphthong to vowel /a/, following the English orthography, has been recorded: e.g. *radar* for *radar*, *operator/operater*, *lokator/locator*. Free transphonemisation also includes diphthong /ai/ (*time charter/time charter*, *aut-sajder/outsider*, *lajner/liner*, *fajla/file*) and the consonants /ð/ and /θ/, /w/ and /ŋ/ (*fadom/fathom*; *port autoriti/port authority*, *traster/thruster*; *vinč/winch*; *fiting/fiting*, *antifauling/antifouling*).

It is worthwhile noting that the most frequent words cause the greatest difficulties as they offer a number of phonological renderings in Croatian. The word *container* has the following substitutions of the stressed syllable /ei/ in Croatian, both in writing and pronunciation: /kontejner, kontajner, container, konteiner, kontener, kontenjer/ here ordered according to their frequency. The first one is today accepted as the standard form thus introducing an innovative medial consonant group or cluster /jn/ into our language. *Demurrage* (money or penalty for exceeding laydays, i.e. time specified in a charter-party for loading/unloading a ship) seems to cause a major problem in adaptation as it involves various types of transphonemisation, stress shift, and orthographical interference, which even training cannot surmount: cf. /dɪ'mʌrɪdʒ/: *demuridž*, *demuriđ*, *demuređ*, *demurađ*, *demeridž*, *dimoređž* – of which the first is most frequent. The same, but to a somewhat lesser extent, holds for the terms *dunnage* (materials used to separate and protect the cargo in the ship's hold): /'dʌnɪdʒ/: *duniđ*, *duned*, *dunić*, and *derrick* (type of ship's crane), cf. *derić*, *derik*, *delić*, *berić*, which evidences the dialectal influence of the Croatian speaker and the history of contacts (the two last importations being exclusively restricted to Dalmatia and to a much earlier date). These three words also present difficulties in the teaching of maritime English.

4. The morpho-syntactic level

On this level, too, the study of contacts in the maritime language reflects more or less the contacts in the so-called general language. In the majority of nouns the source language citation form is transferred into maritime Croatian as a free morpheme, and these are examples of zero transmorphemisation (Filipović 1981b: 197–207) or primary adaptation (*derrick*, *fathom*, *hatch*, *pier*, *shelf*) where the original orthography of the model noun is retained. The adaptation is facilitated by the fact that in some nouns the orthography is the same (*bar*, *bark*, *drift*, *flat*, *slip*, *slop*, *spot*, *star*, *trend*, *trim*) or similar (*boks/box*, *brik/brick*, *fiks/fix*, *dok/dock*) in both languages. Citation form endings in ‘-i’ and the final consonantal groups ‘-lb’, ‘-ft’, ‘-nč’, ‘mp’, and ‘-nd’ are specific phonological innovations in Croatian, cf.: *dingi/dinghy*, *feri/ferry*, *Liberty(ship)*, *Victory(ship)*; *bulb*, *snajp/snipe* (sailing boat), *drift*, *inč/inch*, *tramp*, *trend* (complete transmorphemisation). Some of these are liable to secondary adaptation by acquiring the Croatian bound morpheme (*liberataš/Liberty ship*, *linijaš/cargo liner*; *finac/Finn*, *tikovina/teak*). Compromise transmorphemisation, i.e. English citation form + English formant/suffix (‘-er’, ‘-ing’) + Croatian bound morpheme, is evidenced in the examples such as *autsajder/outsider*, *bulker*, *škuner/schooner*, *čarter/charter*, *fider/feeder*, *hoper/hopper*, *kontejner/container*, *konvejer/conveyor*, *spreder/spreader* (for handling containers), *kliper/clipper*; *antifauling/antifouling*, *buking/booking* (of shipping spaces), *bunkering*, *kliring/clearing*, *jahtinglyachting*, etc), all of which frequently receive Croatian case and plural endings (cf. *kliringa*, *autsajderi*, *bukinzi*, etc.).

The masculine tendency prevails in the adaptation of gender, which is the result of the different nature of the category of gender in the two languages and because the imported words predominantly denote objects and concepts rather than persons, professions etc. Consequently, no English feminine gender noun has been recorded in the process of borrowing into maritime Croatian. However, gender has changed in a number of nouns in the course of secondary adaptation by adding the Croatian feminine gender suffix ‘-a’: *dredža/dredge*, *džunka/junk* (a Chinese sailing boat), *ganga/gang* (a group of dockers), *jahta/yacht*, *koferdama/cofferdam* (a partition space in a ship), *marka/mark* (sea marks such as buoys, lights, etc.), *pulpa/pilp*, *ruta/route*, *konzola/console*, *škuna/schooner*, *fajla/file*.

The plural endings also present a typical example of compromise transmorphemisation (in the form of redundant plural marking) as they are often transferred together with the citation form, to which the Croatian plural endings are added: *brokersi*, *containersi* (in writing only), *fidersi/feeders*, *incotermisi/Incoterms*, *windowsi*. This phenomenon, as can be seen above, is also shared by other maritime languages. The same holds for the plural changes involving the change of the root-vowel

(‘-man’ – ‘-men’): *barmeni/barmen*, *pumpmeni/pumpmen*, *vinčmeni/winchman*, *vočmeni/watchmen* in the spoken variety of maritime Croatian.

Loan-word adjectives are much less in number. Two types of adjective loan-words have been recorded: two adjectives exhibiting zero transmorphemisation (*fer*, *free* in *free in/free out*, *duty-free*, *free punktovi*), and the rest of adjectives acquiring the Croatian adjective formants ‘-ski’ and ‘-an’ (‘-ni’, ‘-na’, ‘-no’ in secondary adaptation (*brokerski/broker* (office), *tankerski/tanker* (tonnage), *radarski/radar* (screen); *čartiran/chartered*, *eskortni/escort* (ship), *forfetni/forfeit*, *korugiran/corrugated* (plate)). One example of a loan adjective receiving and ending in ‘-ast’ in secondary adaptation has been recorded: *bulbasti pramac* / *bulbous bow*.

Verbs are rarely borrowed from English into maritime Croatian. In the second adaptation the Croatian infixes are inserted into the infinitive form, i.e. ‘-ira-’ (*balastirati/ballast* (carry in ballast)), *bunkerirati/bunker* (take in fuel), *boksati/0* (of tugs: push with bow against the ship’s side), *bukirati/book* (cargo space in a ship), *čartirati/charter*, *dragirati/drag*, *konvoirati/convoy*, *kontejnizerirati/containerize*, *markirati/mark*, *plotirati/plot* (a ship’s position on a chart), *stokirati/stock* (goods), *kotirati* (quote prices), ‘-ova-’ (*dokovati*, *trimovati*, *plotovati*), or, rarely, ‘-a-’ (*trimati*). Though a small number of verbs has been recorded in the corpus, their frequency is fairly high. On account of these infixes (i.e. the genuine Croatian ‘-ova-’ and ‘-a-’, and the infix ‘-ier-’ of German origin) double infinitive forms are often found in the adaptation of the English loan-words: cf. *dokovati/dokirati* (dock), *čartirati/čartrovati* (charter a vessel), *trimati/trimovati* (trim), *plotirati/plotovati* (priority is here given to the first more frequent variety). These infinitives produce Croatian verbal nouns in the secondary adaptation: *dokovanje/docking*, *plotovanje/plotting*/ *trimovanje/trimming* etc. In these instances back-formation has been recorded whereby an infinitive form in Croatian (but non-existent, or rare in English) is obtained from an English loan verb noun: cf. *kondicionirati* < *kondicioniranje* (*air-condition < air-conditioning).

Though rare in number, the occurrence of borrowing via English of some Greek or Latin suffixes, now international in use (**anti-**, **super-**, **non-**, **semi-**, **sub-**, **trans-**), is comparably high in maritime Croatian: *supertanker*, *superkargo/super cargo ship*, *superintendent/Super-intendant*, *super-tajfun/supertyphoon*; *antifauling/anti-fouling paint*, *transatlantik/transatlantic liner*, *transtejner/transtainer*; *subčarter/sub-charter*, *subčarterer/sub-charterer*).

The most significant features of English – Croatian maritime contacts on the syntactic level can be studied in the field of the syntax of the noun phrase and the collocational range of certain nouns and verbs. This study involves both noun composition and word formation and can therefore combine the morphological, syntactic and lexical levels. The most prominent feature in nominal composition within the

English-Croatian maritime language contacts is the attributive use of the noun in primary adaptation, in which an English word represents the first (i.e. attributive element) and the Croatian word the second element of a compound noun: *kontejner brod/container ship*, *loran uređaj/loran navigator*, *slop nafta/slop oil*, *sprinkler uređaji/sprinkler system*, *input-output analiza/input-output analysis*, *off-shore objekti/off-shore facilities*, *door-to-door servis/door-to-door service*, *cash plaćanje/cash payment*, *futures tržište/futures market*, *cross-trade brodarstvo/cross trade shipping* itd. The noun *brod* is most frequent as the second element in such hybrid compounds. Though extraneous to the general principles of word composition and the syntax of nouns in Croatian, such compounds and noun phrases (attributive noun + headword noun) are very frequent and productive. So are loan translations (Muhvić-Dimanovski 1992) in the adjective + noun collocations and compounds (*meki krediti/soft loans*, *polovna tonaža/second-hand tonnage*, *tankerska tonaža/tanker tonnage*, noun + noun (*paket mjera/measure package*, *tržište budućih zaključaka/futures market*), and verb + object noun collocations: *pokriti rizik/cover the risk*'.

5. The semantic level

The semantic change is the most relevant feature of contacts between any two languages. In our study this mainly involves changes in the semantic extension (restriction and expansion) and ellipsis whereas pejoration and semantic borrowings are only sporadic. We shall therefore omit cases of zero-extension, as they are a common phenomenon resulting from and motivated by the need to nominate and denote new or innovative things and concepts (Weinreich 1968) developed, in the case of maritime contacts, in a different technological and civilisational setting. Here only those changes will be considered that refer to the maritime use of the meaning and senses of a particular word excluding all other meanings in the general vocabulary.

In this respect a number of words are particularly interesting. The word *container* (a vessel, box, cask, carton, bottle, tank, etc., for holding particular things) is restricted in maritime Croatian in number and refers only to its second sense (a large boxlike receptacle of standard design, usu. 20 or 40 ft in length, for the transport of goods, esp. one readily transferable from one form of transport to another, Cf. COD, CED) . At the same time, by way of ellipsis of container vessel, the same word has expanded its meaning into a »ship carrying containers«, particularly in spoken maritime Croatian (cf. »Ispred nas je jedan trajekt i jedan *kontejner*« – »There is a car-ferry and a container ship ahead of us«.). In maritime as well as general-use Croatian *tanker* is a ship principally designed for carrying oil (mainly crude oil),

whereas in maritime English tankers are mainly designed to carry any type of liquid or liquefied gas, thus the meaning is restricted to oil tanker, which is to be differed e.g. from a *chemical tanker*, product tanker etc. Other examples of semantic restriction are the words:

outsider: (pronounced 'autsajder' in Croatian and denoting 'a shipowner who is not a member of a liner conference, i.e. an owners' pool');

dok/dock (1an artificially enclosed body of water for the loading, unloading, and repair of ships. 2(in pl.) a range of docks with wharves and offices; a dockyard. 3US a ship's berth, a wharf. 4=dry dock, where only meaning No. 4 is transferred into Croatian and further specialised (narrowed) through ellipsis to mean primarily: 'floating dock');

fiting (2a (in pl.) the fixtures and fitments of a building. b a piece of apparatus or furniture, COD), i n which the meaning is restricted in field to denote fixtures to the engine piping system (valves, cocks, etc.)

In the process of semantic expansion restriction occurs first (i.e. in primary adaptation), which is then followed by expansion in secondary adaptation. This is the case with the words cargo and container when referring to the corresponding ship types: cf. *Japanska brodogradilišta nude novi dvopalubni kargo od 18 tisuća tona nosivosti*. ('Naše more' 1976) and the example with the word container shown above. Ellipsis is a frequent form of semantic change of English loan-words in maritime Croatian. Examples are: liner/*lajner*, liberti – *libertaš* (after *linijaš, krstaš* etc.), feeder where the second element of the compound, i.e. ship, is left out giving rise to the semantic expansion of the first element (cf. *Pitanje je kako bi morao izgledati brod koji će zamijeniti popularne libertije. Pomorstvo, 1967/138*). The word *koper/copper* has extended its meaning in our language to denote a special anti-fouling paint for the ship's bottom through ellipsis of copper paint, and is today not restricted only to maritime English, cf. *dao sam dvije ruke kopera = 'I applied two coats of copper paint.'* in the spoken language of the Croatian coastal regions. The word *lift*, an anglicism in the spoken variety of Croatian, has widened its meaning in maritime Croatian through ellipsis of *fork lift truck*. The word *docker* has undergone a certain degree of pejoration of meaning in the Croatian *doker*, which is not evidenced in maritime English. Therefore the Croatian equivalent for the English *docker* is the sociolinguistically unmarked *lučki radnik* and not the loan-word *doker*, which in Croatian is only used for the purposes of stylistic expression.

Semantic borrowing, i.e. borrowed meanings from foreign words which are then added to the semantic range of a domestic word is evidenced mainly in the Croatian words of Latin or Greek origin, which today have reached the status of internationalisms. The Croatian word *konferencija* was extended in number by ellipsis of liner conference (a shipowners' pool on a certain shipping route or line, e.g. Far East Shipping Conference). Often, in spoken maritime Croatian, the term acquires the form of *konferenca*, to differ in meaning from the superordinated lexical item *konferencija*. The same holds for the terms *industrija* (cf. *brodarska industrija, špediterska industrija*) to denote a branch of economy (e.g. *shipping industry* =

»brodarstvo«, *forwarding industry* = »otpremišтво«, quite different in meaning from *industrija*) and *servis* to denote (liner service, line), cf. *zajednički servis nekoliko japanskih i američkih kompanija* ('a common service of a number of Japanese and American shipping companies').

Finally, a few instances of pseudo-anglicisms have been recorded in the corpus. Some of them are morphological in character: the noun *tramper*, and the verbs *bok-sati* and *kondicionirati*. *Tramper* was obviously motivated by the »-er« suffix in tanker and probably to the same form of the corresponding English loan-word in German as the intermediary language. The correct English forms in use are *tramp ship* and the elliptical *tramp*, but not **tramper*. There is no such form in English to correspond to the verb form *kondicionirati* in maritime Croatian obtained by back-formation: (*air-*)*conditioning* – *kondicionirati*, cf. *air-conditioning* – **to air-condition*. The verb *boksati* does not exist in maritime English to refer to »tugs pushing bow on«. The word in Croatian must be a German loan deriving from »*bugsiereren*«, i.e. (of tug-boats) »*pushing or nosing a ship*«, but is today considered an English loan-word on account of its form and the associative power of one of the meanings of *to box*.

6. Conclusions

Maritime English and maritime Croatian represent specific varieties of English and Croatian respectively. The term *pomorstvo* in Croatian has a much wider sense than any of its many near-equivalents in English and therefore calls for a careful definition of its semantic range before any study of language contacts is attempted.

The study of contacts between maritime English and maritime Croatian throughout history, and particularly over the past fifty years, based mainly on the written corpus of the English lexical element in Croatian, shows a continuous and constantly growing process of lexical borrowing of English maritime and sea-related words in the Croatian maritime vocabulary, which is a feature also typical of other maritime language varieties of the major European maritime nations studied (French, German, Italian, etc.).

Analysis of linguistic contacts on the phonological, morphological, and semantic levels shows that technically-specific varieties such as maritime English or Croatian, like any other culture-specific language variety, particularly their lexis, are just as relevant as any culturally or socially unmarked variety for the linguistic study of language contacts, the rules of linguistic borrowing and adaptation. They also offer some specific features, particularly on the semantic level, which contribute to the study of language contacts in general and should be considered in language teaching.

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O ANGLICIZMIMA U POMORSKOM HRVATSKOM

U radu se obrađuju osnovna pitanja određivanja definicije, te pojmovnog i terminološkog određenja »pomorskoga jezika« u hrvatskom i engleskom jeziku. Prikazan je zatim kraći osvrt na razvitak englesko-hrvatskih jezičnih dodira u pomorstvu od početaka do danas, kao i osobitosti toga razvitka. Jezični dodiri pretežno se izučavaju na izvorima kao što su stručna literatura i periodika, te na leksikografskoj građi, rječnicima i terminološkim radovima iz područja hrvatskog pomorstva. U radu se želi ukazati i na mogućnost istraživanja jezičnih dodira izvan općeg jezika, tj. na tzv. ograničenim jezicima, kao što je pomorski. Ta istraživanja su moguća na svim razinama lingvističkoga opisa, posebice na leksičkoj, što se potkrepljuje brojnim primjerima anglicizama u hrvatskom pomorskom jeziku.