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STRUCTURAL AND SEMANTIC ANALYSIS OF THE NAUTICAL TERMS IN THE ENGLISH LANGUAGE

The paper aims to study the structural and semantic peculiarities of the nautical terms in the English language. The relevance of the research is determined by the dramatic rise of worldwide interest in using maritime transport, caused by international integration and developing economic relations between the countries, and a lack of a previously formed knowledge about database containing the terms referred to the maritime sphere.

The work aims to collect and analyze the structural and semantic peculiarities of the nautical terms in the English language. To achieve this goal, the following tasks were fulfilled: to clarify the meaning of the concept of the term and establish the linguistic status of the term; to define the semantic peculiarities of the nautical terms; to establish the structural peculiarities of the nautical terms.

The object of the research is the nautical terms of the English language.

The subject of the study is the semantic and structural features of the nautical terms in the English language.

In this study, 200 terms, taken from the Dictionary of the Nautical Words and Terms [5], were analyzed as the research material. In conducting our research, we used the following methods: continuous sampling method, analysis method, generalization method, and quantitative analysis.

Currently, nomination and terminologization are taking place as humanity progresses, scientific and technological development continues, and the maritime industry is no exception. Given the growth of national integration and international economic ties, nautical terminology is becoming increasingly important, necessitating its study and research.

According to I. M. Gumovska, a term is a special word or phrase used in professional activities and functioning in special conditions. A term is a verbal definition of a concept that is part of the system of concepts of a particular field of knowledge in a particular profession. A term acts as the main conceptual component of the language [1, p. 9].

There is a point of view that argues that terms have a nominative, signifying, expressive, and even reflective function, as they name, denote, express, and even reflect concepts [3, p. 28]. The other one is the point of I. M. Kochan, who argues that terms perform both the reader's (designation of ideas) and definitional (definition of the relevant concept) functions [2]. It is worth noting that only terms can combine concepts and lexical meaning, despite their differences.

A. I. Opalko and O. A. Opalko believe that the connection with scientific concepts is the main feature that distinguishes terms from ordinary words. Since a term, like a word, contains researched facts and theoretical understanding, this extra-linguistic characteristic affects the linguistic status of the term. Nevertheless, the term conforms to the rules of the language in which it was created and is used. These scholars argue that people from different sciences add their understanding of the term. This is because each science conveys its ideas and concepts. Terminologists argue that none of these methods have a single basis for defining terms and are not rigorous.

In our study, we understand terms as special words or phrases that are used in a particular scientific field and are associated with scientific concepts. They occupy an important place in the thesaurus of a linguistic personality as a tool of communication between specialists in a certain field for mutual understanding between them.

In the practical part, the semantic peculiarities were established. All the lexical units were distributed into the following groups, according to the things the meaning of which they denote:

1. **Terms depicting maritime everyday life**, including clothing, weapons, housing, communication, etc., **which are 18%** (*Jack Knife*, which is a knife with a folding blade invented by Jacques de Liege in the late 16th century; and *Monkey Jacket*, which is a uniform jacket as distinguished from frock coat);

2. **Terms referring to the navigation**, including maritime infrastructure and movement by the sea or other waterway, **account for 8%** (*Cargo Port*, which is a watertight door in the ship's side and used for passing cargo inboard and outboard in certain types of the ship; and *Airt*, which is the Scottish word for a direction by compass);

3. **Terms depicting participants in the movement by the sea or other waterway, which are 7%** (*Naval Officer*, who is commissioned or subordinate officer in Royal Navy, or a foreign navy; and *First Mate*, who is a deck officer next in rank below Master);

4. **Terms defining vessel components and engineering structures account for 13%** (*Cat Back*, which is a small rope attached to the back of the hook of a cat purchase and used for placing the cat hook into the ring, or balancing band, of the anchor when the anchor is awash; and *Automatic Helmsman*, which is a machine that is controlled by compass and controls steering engine);

5. **Names of maritime organizations, which are 4%** (Small Damage Club, that is mutual indemnity society, of shipowners, that covers damage to vessels of members when amount of damage does not exceed 6% of the insured value of the vessel concerned, and is, therefore, excluded from usual policy of insurance; and Mutual Indemnity Insurance Association, which is group of shipowners, and others, who combine to carry those risks excluded from policies of marine insurance);

6. **Astronomical and geographic terms account for 18%** (*Castor*, that is star a Geminorum and when observed by a telescope is seen to consist of three pairs of twin stars; and *Eddy*, that is wind or water moving in a curved or circular direction and also could define current of water running in a direction contrary to that of a tidal stream);

7. **Terms referring to the seafarer's culture, which are 4%** (*Hornpipe*, which is one of the dances of nautical origin; and *America's Cup*, which is the international yacht racing trophy given by the Royal Yacht Squadron and won by the yacht 'America' in 1851);

8. **Types of vessels account for 13%** (*Argosy*, which is a large Adriatic merchant ship of the Middle Ages, also this word is used, poetically, for freight-carrying ships in general; and *Monitor*, which is a war vessel in which speed and other considerations have been sacrificed to obtain maximum gun power and armor protection);

9. **Names of maritime documents, which are 15%** (*Jerquing Note*, which is a certificate given by Customs searcher when the ship has been searched and no unentered goods are on board; and *Navicert*, which is a certificate of Destination for Specified Cargoes, issued by governments in wartime).

Also, the structural features were defined. After analyzing the lexical units, we achieved the following results: *nouns* (35%), *noun phrases* (56%), *adverbs* (4,5%), and *sentences* (4,5%). Consequently, *nouns* were divided into ones made using *one stem* (83%), *suffix method* (5%), and *compounding* (12%). The *noun phrases* were distributed into *two-component* (80%), *three-component* (17,5%), and *multi-component* (2,5%).

Taking into account the semantic analysis of the nautical terms, we have the following picture. Terms depicting maritime everyday life, astronomical and geographic terms, and names of maritime documents predominate in the sampling. We consider the possible reason for this in the following way: terms depicting maritime everyday life are really important to understand the main differences between a seafarer's life and the ordinary person's, astronomical and geographic terms – for the navigation in the sea, and names of maritime documents – as this sphere has strictly regulated standards for the transportation of the goods. Less often, we come across the terms referring to the seafarer's culture and names of maritime organizations. In our opinion, the main reason is that the maritime cultural aspect is not important in the logistic function of the maritime sphere, and the quantity of maritime organizations is low.

Considering the structural analysis of the nautical terms, we can conclude that the most widely-used structure used during the term formation is the nominal phrase, especially two-component ones. On the other point, adverbs and sentences are less used ones. We predict the reason is that two components are enough to convey the full meaning of the thing the term denotes, and, taking into account the minor use of adverbs and sentences, we can argue that terms very often denote material things. It is usually done by using nouns and adjectives as specifications.

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