

***SINKING* about
and **WORKING** with
MARITIME LANGUAGE
and **TERMINOLOGY****



Sinking about and Working with Maritime Language and Terminology

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Sinking about and Working with Maritime Language and Terminology

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Abstract

Maritime English (ME), the international working language in the maritime industry, is a Language for Special Purpose (LSP) of which a spoken variant, SMCP, acts as a controlled safety language. Text-based studies of Maritime English, although scarce, point to a concise syntax and grammar, a formal and impersonal style and a preference for nouns and nominal groups. Using the theory of LSP, the thesis finds that depending on content, situation and subdomain, ME can firstly be seen as restrictive language mode; secondly as a deviant language mode; and thirdly as a preferred language mode. More corpus-based descriptive research into the linguistic features of written ME and of the spoken version (SMCP) is advised. As terms typically belong to LSP, the thesis looks into the theory and methodology of terminology. They can be of assistance in setting up a corporate Terminology Management System. The terminological principles of concept structure, precise concept/term definitions and source and context information help create a reliable knowledge database. Focussing on maritime terminology, the thesis concludes with a case study illustrating how a structured approach to maritime terminology processing with the help of a terminology management tool results in a consistent corporate terminology and more reliable information benefitting translation quality. These tools should be freely available, easy to operate and should use standardized database exchange formats. More research is needed on the use of pictures in terminology including their "translatability" and their role in the information exchange.

Keywords

Maritime English; SMCP; Language for Special Purpose; Terminology; Concept Structure; Term Extraction; Terminology Management System, Standardization

Thinking, not sinking

Terminology? Imagine a rough winter evening in the German Bight: wind northwest 8, rain showers, visibility poor, significant wave height 6 metres. The young German Coastguard operator in Brunsbüttel has just been handed over the watch from his colleague, when he receives an emergency VHF message in English, "Mayday, Mayday, Mayday. We are ... " The signal is lost in static, then becomes louder again, "..llo, can you hear us? We are sinking! We are sinking! - Over" The coastguard operator jumps to his VHF set and answers in a light panic, his accent becoming worse, "Hello! This is the German coast guard." The vessel in distress calls again, "We are sinking, we are sinking." The operator answers, "What are you thinking about?"¹

Thanks

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¹ Retrieved from *YouTube* (Berlitz, 2013).

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Introduction

Concrete ideas for a thesis on maritime terminology presented itself in Brussels in 2013 on the yearly TiNT² conference on terminology in the Dutch-speaking regions. During the conference, the Nederlandse Taalunie and the software company CrossLang in Ghent, Belgium, reported on their joint initiative in the development of a new freely available terminology management system (TMS) for enterprises and individual translators, to be delivered in March 2014.

I found the Nederlandse Taalunie and two Dutch maritime organizations, namely Havenbedrijf Rotterdam (including the translation company Business Translation Services that works for Havenbedrijf Rotterdam) and Nederlands Loodswezen willing to cooperate in a thesis project on practical aspects of Dutch-English maritime terminology processing and terminology management. The CrossLang TMS would be used as a practical tool for introducing and implementing terminology management in their organisations.

March 2014, however, it became clear that the Nederlandse Taalunie/CrossLang TMS would not be ready before the thesis deadline and the part of the case study involving cooperation and feedback from the maritime companies on its use and implementation had to be abandoned. Luckily, the principles of terminology processing via a TMS could be included and illustrated in the thesis via the commercial desktop terminology management tool SDL MultiTerm 2011.

The thesis has a combined theoretical and case study approach and seeks to answer the questions whether Maritime English can be considered as a Language for Special Purpose; and whether the use of a terminology management system generates more

² Terminologie in het Nederlandse taalgebied.

accurate and easier-to-access maritime terminology for in-company users, authors and translators than the use of bilingual word lists or glossaries with the help of, for instance, Microsoft Excel.

Chapter 1 describes Maritime English, the international working language in the maritime industry. Chapter 2 presents the theory of Language for Special Purpose in relation to Maritime English. Chapters 3 and 4 deal with the theory of Terminology and the methodology of Terminology respectively. Chapter 5 is the case study part and focusses on issues of practical terminology management for Havenbedrijf Rotterdam, Business translation Services and Nederlands Loodswezen. The thesis ends with a conclusion. Some examples of maritime terminological entries in SDL MultiTerm 2011 (in the form of printouts) are presented in the Appendices.

1. Maritime language

1.1 General and special language

General language or *Language for General Purpose* (LGP) is the spoken and written language used by ordinary people in everyday situations (Bowker & Pearson, 2002, p.25). This definition is quite vague and that is why Maia (2003) remarks that, "[t]he difficulties in defining [general language] relate to descriptions like 'everyday language', and 'language that any normal person can understand', since they call into question the meaning of 'everyday' and 'normal person'." (p. 4). In contrast to general language, special language or *Language for Special Purpose* (LSP) is the language that is used in a special field of knowledge. Every language has both LGP and LSP. In fact it is more accurate to talk about LSP in the plural since different LSPs are used to describe different areas of specialized knowledge (Bowker & Pearson, 2002). LSP is directly related to the terminology used in communication between experts. LGP is not suitable for communication in special subject fields; it will cause confusion and miscommunication. Miscommunication can be caused by a lack of linguistic knowledge (the coastguard operator's English is a little bit too *Germish*), but also by a lack of specialized knowledge or jargon. This thesis will concentrate on the maritime domain and will first go deeper into the subject of Maritime English.

1.2 Maritime English as a language for special purpose

Maritime accidents, illustrated by Berlitz's *German Coastguard* (thesis p. 3) prompted the International Maritime Organization (IMO), the UN agency for the safety and security of shipping, to adopt English as the maritime safety language in 1995. Maritime English (ME), however, is not restricted to seafarers and shore-based staff; "the range of situations in the maritime field in which English is the medium of communication, either oral or written, is much wider" (Franceschi, 2014; p. 78). ME consists of a broad set of LSPs, not only for use at sea, in the offshore

industry or in shipbuilding, but also in maritime businesses, insurance companies and law firms. ME is further used in IMO and governmental bodies, in manuals, specialised journals and in institutions for specialised education³. ME is a series "of specialized (mainly, technical) sublanguages interacting among themselves to describe in the most appropriate manner all material and non-material entities known in maritime affairs" (Demydenko, 2012, p. 253).

What are the characteristics of ME? Reguzzoni (2012) carried out research on the basis of corpus analysis. A corpus is a collection of authentic texts, selected and compiled in electronic form according to specific criteria. The electronic format enables processing by various kinds of corpus tools (specialized computer software) to carry out linguistic analyses on the sampled material. As the *British National Corpus* explains on its webpage, "[w]ith the development of computing technology able to store and handle massive amounts of linguistic evidence, it has become possible to base linguistic judgment on something far greater and far more varied than any one individual's personal experience or intuitions." (BNC, 2009). The *British National Corpus* is a general-purpose corpus and not suitable for research into ME.

Reguzzoni states that, "Very little, if any, is known about Maritime English, research [is] almost non-existent [and there are] no field-specific corpora available" (Reguzzoni, 2012, p. 21). Franceschi (2014, p. 78) is of the same opinion; "What is still missing is a comprehensive study of the features of Maritime English from a strictly linguistic rather than pedagogical perspective."⁴ Another recent contribution

³ "Maritime English appears as a course module in places as diverse as the Maritime Academy in Kiev, Ukraine, the Department of Maritime Transport in Istanbul or the Maritime University at Dalian, China" (Maritime English, 2014).

⁴ Research into Maritime English is also inspired or carried out by the organization Maritime Tests of English Language (MarTEL, 2014).

to ME is *On Nominalization in Maritime Discourse* (Raluca, 2013), based on written language. The details of Reguzzoni's corpus are presented in the two tables. The first one gives an overview of the numbers of texts and words.

CORPUS STATISTICS	
Sub-corpora	Count
Texts	185
Average length of texts	280 running words
Pages	96
Tokens/Running words	51,823 (WinATA count)
Types	5,831
Hapax legomena	2,528
Types occurring less than 9 times	5,013

Figure 1: Maritime English - Corpus Statistics (Reguzzoni, 2012, p. 24).

The second table below gives some particulars per sub-corpus.

SUB-CORPORA DESCRIPTION	TOKEN COUNT	TYPE COUNT
1. Basic Ship Terminology	1,771	455
2. Ship Types	1,255	416
3. Ship Particulars	1,010	314
4. Manning	2,057	541
5. The History of the Ship	2,323	747
6. Famous Ships	5,956	1,659
7. Shipbuilding	1,235	509
8. Miscellanea: Structural Elements and Shipboard Plants	2,583	775
9. Technical Specification (4)	9,482	1,984
10. IMO/Classification Societies	2,958	874
11. Marine Pollution	3,642	1,115
12. Marine Meteorology	6,134	1,515
13. Port Operations	3,153	750
14. Collision Regulations	8,264	997

Figure 2: Maritime English - Sub-corpora description (Reguzzoni, 2012, p. 25).

Reguzzoni found that the ME lexicon was hardly unique per se, as it mainly consisted of LGP words that had entered into the realm of ME. She found that in 20% of the cases these words had taken on a different, specialized meaning through polysemy and homonymy (p. 28). For instance, the English word *port* in LGP may indicate a harbour, but in ME *port* can mean an opening in the hull [a small round window, ES] as well as the left side of the ship (p. 30).

Reguzzoni also showed that words imported in ME take on a different, specialized meaning through the forming of new compound words. In maritime discourse, compactness and speed of information and communication are very important and as compounds are able to absorb a great amount of semantic and syntactic information (Raluca, 2013) they make communication more effective. Take, for example, the compound word *air draught* (Reguzzoni, 2012, p. 30). The two words *air* and *draught* are two well-known words in LGP, but the *air draught*⁵ in ME is the height of a ship taken from the waterline to the top of the mast (Sullivan, 1999). A small part of Reguzzoni's ME lexicon consists of clippings, initials and acronyms (p. 36). Examples are: bo's'n, bo'sun or bosun (for *boatswain*)⁶, fo'c's'le (for *forecastle*)⁷, AB (*Able Seaman*), SOLAS (*the International Convention for the Safety of Life at Sea 1974*) [explanations ES]. Obviously, these short forms are also meant to speed up communication.

1.2.1 Maritime English as a controlled language

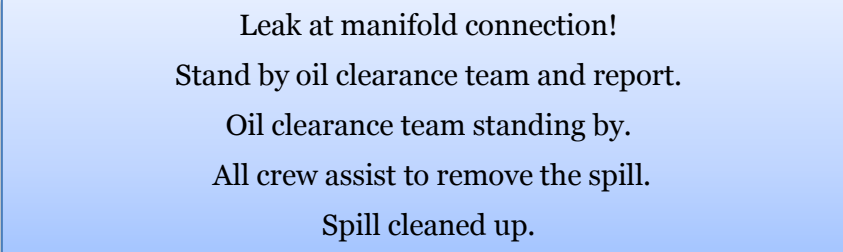
After the IMO had declared English as the maritime safety language in 1995, it developed and introduced Standard Marine Communication Phrases (SMCP) in 2001. This was done to further standardize the information process and minimize

⁵ Compare *draught*, the depth of the submerged part of a ship (Sullivan, 1999).

⁶ *Boatswain*, a petty officer who is in charge of the deck crew of a ship and who in turn comes under the direct orders of the chief officer or the captain (Sullivan, 1999).

⁷ *Forecastle*, a short raised deck at the front of a ship (SOED, 2006).

the chances of miscommunication in safety-related verbal communications. SMCP, also defined as "a specific, narrow-scope realisation of Maritime English" (Bocanegra-Valle, 2010, p. 37), is used especially for communication at sea, in port approaches, and on board vessels with multilingual crews. It is a form of Controlled Language (CL) often used for operational purposes and described as "a language which reflects an operational behaviour depending on what the speaker intends and how the listener will interpret this utterance. Operational (empirical) definitions attempt to specify operations coming along with observational data." (Demydenko, 2012, p. 250). Below are some examples of operational messages (cargo handling) in SMCP format from SMCP Part B3/1.3.3 (IMO, 2002).



Leak at manifold connection!
Stand by oil clearance team and report.
Oil clearance team standing by.
All crew assist to remove the spill.
Spill cleaned up.

Figure 3: IMO SMCP operational format for cargo handling, "reporting and cleaning up spillage".

A CL is a version of human language with explicit restrictions on vocabulary, grammar and style for the purpose of simplifying communication and translation (Quah, 2006, p. 48). With roots in the Simplified English of the 1930s, CL aims to minimize ambiguity and maximize clarity for human language users, including non-native speakers of English (Hartley, 2009, p. 115). For that purpose SMCP uses a fixed format and prescribed terminology with the following features:

- Avoiding *the, a/an, is/are, may, might, should, can, could*.
- Avoiding synonyms and contracted forms.
- Providing fully worded answers to *yes/no*-questions.
- Providing one phrase for one event.

Below are examples of distress messages in SMCP-controlled format from SMCP Part A1/1.1.6 (IMO, 2002):

I am sinking after collision.
I require assistance.
I am proceeding to your assistance.
ETA at distress position at ... hours UTC.

Figure 4: IMO SMCP controlled format for external distress messages, "sinking".

The controlled format is also used for on board communications; the following are examples of on board emergency situations from SMCP Part B2/5.2 (IMO, 2002):

Check flooding and report.
Flooding in
Is danger imminent?
Yes, danger of heavy listing to port and breaking apart.

Figure 5: IMO SMCP controlled format for occupational safety (grounding), "reporting damage".

Operational/controlled format is also used in navigation. Below is an example taken from SMCP General 11.2 (IMO, 2002) of the format for a message containing a position indication using bearing⁸ and distance from a navigation mark.

My position:
Bearing: one-eight-three degrees,
From IJmuiden Centre buoy,
Distance: four decimal four miles.

Figure 6: IMO SMCP controlled format for "bearing and distance from a navigation mark".

For navigation messages the format from SMCP General 11 and 12 must be used:

⁸ In nautical science, bearing is the compass direction from a ship to an object such as a lighthouse or a buoy.

- The word *position* is to be spoken first.
- The word *from* is to be spoken before the name of the point of reference.
- The word *bearing* is to be spoken before the numbers; units are degrees true in the 360^0 notation; etc., etc.

The absence of articles is visible in Safety Communications on meteorological and hydrological conditions in SMCP Part A1/3.1.1 (IMO, 2002), winds, storms, etc.:

QUESTION:
What is wind direction and force in your position?
OVER

Figure 7: IMO SMCP controlled format wind indication - "question".

ANSWER:
Wind direction northwest, force Beaufort 5 in my position.
OUT

Figure 8: IMO SMCP controlled format wind indication - "answer".

The two examples above show one of the most outstanding *controlled* features in IMO SMCP, namely the use of *Question*, *Answer*, *Over* and *Out*. These are so-called *Message Markers* and *Basic Words*. Message Markers are the following words: *Instruction*, *Advice*, *Warning*, *Information*, *Question*, *Answer*, *Request*, *Intention*; Basic Words are the following ones: *Over*, *Out*, *Understood*, *Stand By*, *Positive*, *Negative*, *Correction*, *Say Again*, and *I Repeat*.

Both classes of indicators precede or conclude a message and thus increase the probability that both purpose *and* content of the message are properly heard *and* understood SMCP-General 3, 18 and A1/6 (IMO, 2002).

Below is an example of the format for a question from SMCP Part B1/1.1.3.

QUESTION:
What is your air draft?
OVER

Figure 9: IMO SMCP controlled format for posing a question (draft/draught, see footnote No. 5).

The use of the *Question* marker at the beginning of the question indicates that the message which follows is of an interrogative character and not merely a statement. Receiving stations are required to use the SMCP Message Marker *Answer*.

ANSWER:
My air draft is three five decimal five zero metres.
OUT

Figure 10: IMO SMCP controlled format for answering (including the spelling of numbers).

Basic Words are included in the message format, the examples above use the Basic Words *Over* (indicates the end of a transmission - the other station is now expected to reply) and *Out* (indicates the end of a transmission - the other station is *not* expected to reply).

1.3 Dutch maritime language as a language for special purpose

Dutch maritime language, like ME, is a language for special purpose. Due to its status of international maritime working language, ME is the dominant language in most maritime domains. Dutch, however, has been appointed as the official working language in the domain of traffic control in the Dutch ports and English and German are the official secondary languages. Dutch maritime language does not play a prominent role in international maritime business-related domains and the translation direction is mainly from Dutch to English. ME and SMCP, including their terminologies, are taught at Dutch nautical colleges. They have been translated into Dutch for educational purposes by Van Kluijven, Konijn, and Kuyper-Heeres, teachers of Maritime English, in 2004. The Dutch translation has been recognized by the Dutch Ministry of Infrastructure and the Environment.

2. The theory of language for special purpose

2.1 Language for special purpose is a sublanguage

In linguistics, a sublanguage (also called specialized language, jargon or LSP) is associated with a specific group or context. A sublanguage functions in a specialized sub domain within or alongside the normal everyday language (LGP). LSPs are not necessarily restricted to the domains of science or profession; also languages used in relation to hobbies, sports, games, etc., qualify as LSPs, although Sager et al. (as cited in Cabré, 1999, p. 64) argue that in that case "all language could be split into so many sublanguages and the word 'special' would be superfluous." Newer communicative approaches to terminology tend to deny the strict division between general and specialized language (Maia, 2003).

2.2 General and special language - differences

LSP differs on lexical, grammatical and pragmatic levels from LGP. The difference between the two is a difference of degree rather than kind, namely the degree to which the fundamental characteristics of language are maximized or minimized in LSP usually for reasons of simplifying and standardizing the communication and avoiding ambiguity. The study of the relations between LGP and LSP has given rise to opposing views. Some say that LGP and LSP constitute two autonomous and opposing sets; others say there is an intersecting relationship; a third view, which is shared by Martin & ten Pas (1991), is that LGP and LSP are intersecting sets which together form the broader set of the language in its entirety; between the two sets are continuous exchanges in both directions. These exchanges or overlaps exist in the first place because LGP elements are necessary to communicate in LSP; in the second place because it lies in the dynamic character of languages to allow characteristics of one language to be taken over by the other and vice versa. This process not only occurs between LSP and LGP but also between related LSPs such as variants of ME mentioned by Demydenko (2012, p. 253). The boundaries between

the languages are flexible ones and their overlaps can be schematized as in figure 11 below (Martin & Ten Pas, 1991, p. 363; Cabré, 1999, p. 62).

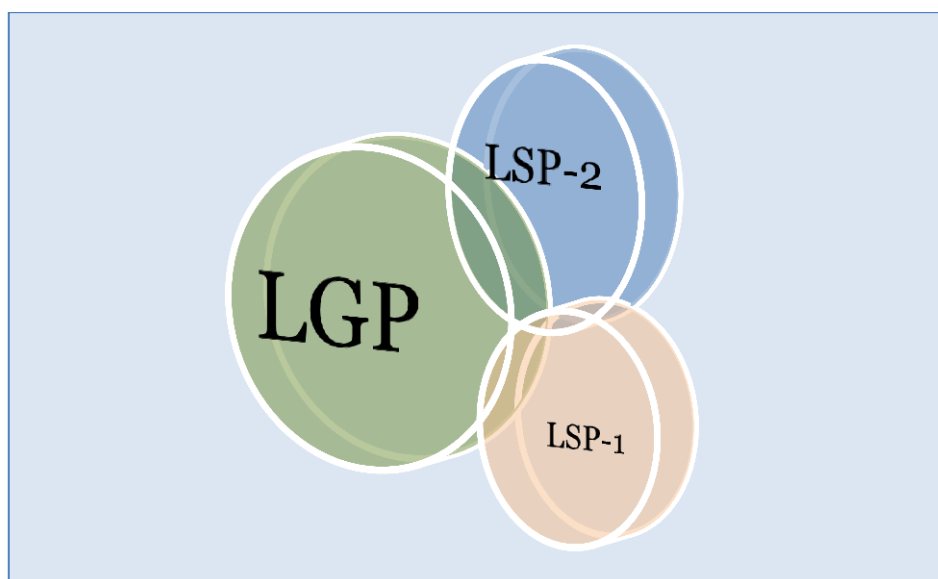


Figure 11: Schematic overlaps of LGP, LSP-1 and LSP-2.

The phenomenon when terms⁹ make their way from LSP to LGP is called de-terminologisation by Meyer and Mackintosh (as cited in Bowker & Pearson, 2002, p. 26) and will usually cause a semantic shift. The following examples illustrate a broadening of the original meaning: the maritime term *by and large* originally meant that a well-designed sailing vessel could sail both *by* (into) and *large* (with the wind). In LGP it has come to mean *generally speaking*.

A Dutch maritime term that has entered LGP is *poolshoogte nemen*. The original term indicated position-finding by measuring the height of the Pole Star (astro navigation). This height directly relates to the observer's latitude on the northern hemisphere. In LGP its meaning has widened to: *size up the situation*.¹⁰

⁹ Terms are the words (single words or multiword units) used in a specialised domain with a clearly defined meaning (Bowker & Pearson, 2002, p. 233).

¹⁰ According to Van Dale.

Conversely, when LGP words are borrowed in LSP it is called *terminologisation* and also implies a semantic shift. Compare the following: the LGP word *separator* is narrowed down in LSP to indicate a device in the engine room of a ship for separation (and cleaning) of oily water. Reguzzoni mentions these shifts in her ME corpus research (thesis chapter 1.2).

2.3 Differences with regard to language variations

As a rule, LGP and LSP are not homogeneous and can be characterized by a number of language versions or variations that can be divided into the following categories: regional and social language variations; language variations due to time or period; variations due to content, function or purpose; and language variations due to the communicative situation.

2.3.1 Regional and social variations

Because the main purpose of LSP is communication between experts, the range of variation due to dialect or class in LSP is much narrower than in LGP. In Dutch maritime LSP the following examples indicate regional variations for terminology used to describe a specific manoeuvre carried out by ships entering the port:¹¹

ik ga aanpassen van ebbe bij de Waalhaven (Port of Rotterdam)	ik ga met de eb-manoeuvre de haven op (Port of Flushing)
Loodsvaartuig (Port of Rotterdam)	Loodskotter (Port of Flushing)

Figure 12: Regional variations (Rotterdam and Flushing) in Dutch maritime LSP.

Rotterdam and Flushing also use different terms to indicate their pilot vessels.

¹¹ Information obtained from Nederlands Loodswezen.

A kind of social variation exists in LSP used by inland and sea-going ships:¹²



Figure 13: Social variation (inland and sea-going shipping) in Dutch maritime LSP.

2.3.2 Variations due to time or period

Innovations in a knowledge domain create new terms, such as *azipod* (1987)¹³, *havenontvangstinstallatie* (2007)¹⁴ and *bijlboeg* (2011)¹⁵. Specialised texts produced at different points in time may show how the domain developed. Below are two texts on the definition of a ship's length. The first is from the Merchant Shipping Act 1894 and the second from The Merchant Shipping Regulations 1988. The variation in LSP has probably been influenced by technology progress (*planks* and *timber* suggest wooden ships in 1894 vs. steel ships in 1988).

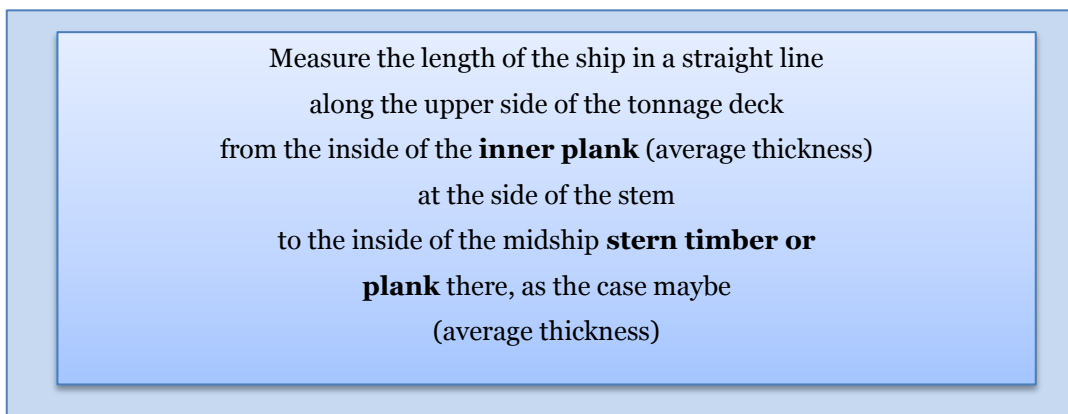


Figure 14: Length, Rule 1, Merchant Shipping Act 1894, Irish Statute Book.

¹² Information obtained from Amsterdam Port Control.

¹³ Azipod is a propulsion unit consisting of a propeller mounted on a steerable gondola or pod.

¹⁴ Port Reception Facility for ship-generated waste.

¹⁵ The axe bow is a modern type of a ship's bow.

Measure the length from the foreside of the foremost fixed permanent structure to the aftermost part of the rudder post, or in a ship not having a rudder post, to the foreside of the rudder stock at the point where the rudder stock passes out of the hull

Figure 15: Length, Regulation 4, UK Merchant Shipping Regulations 1988 - SI 1988 No. 1909.

2.3.3 Variations due to content, function or purpose

LGP and LSP differ, in particular, in the way they show variations in content or purpose of the message. Regarding the content of the message, it will be obvious that LSPs differ per knowledge domain. Also lexical and semantic patterns will show variation. Compare maritime LSP in the form of a Notice to Mariners¹⁶ with a fragment of a legal text from the York-Antwerp Rules:¹⁷

Notice to Mariners
No.15/14 C3 Foulgers Gat

Mariners are advised that the following lighted buoys temporarily removed in 2011 to facilitate the construction of the London Array Offshore Wind Farm will be re-established as follows:

RULE OF INTERPRETATION

In the adjustment of general average the following Rules shall apply to the exclusion of any Law and Practice inconsistent therewith.

Figure 16: LSP variation between a Notice to Mariners and the York-Antwerp Rules.

¹⁶ Notices to Mariners provide essential, up to date information and advice to those navigating in the area. Trinity House is the UK Lighthouse Administration. This Notice is retrieved from their website (Notice To Mariners, 2014).

¹⁷ York Antwerp Rules is the codification of the legal principle of maritime law called general average. This Rule is retrieved from the website (York Antwerp Rules, 2010).

Purpose and function of the message are important. LSP users may use a variety of language, a *register* (Baker, 2011), which they consider appropriate to the specific situation. With regard to content, register variations comprise *field* (what is being written about) and *mode* (written or spoken, or formal or informal language). Finally, language variation may arise from syntactical variation through marked language. *Markedness* (Munday, 2012) relates to a choice of patterns that stand out as unusual and may come to the reader's attention. Compare, for instance, the syntactical variation in LSP in the texts on *anchoring* below.

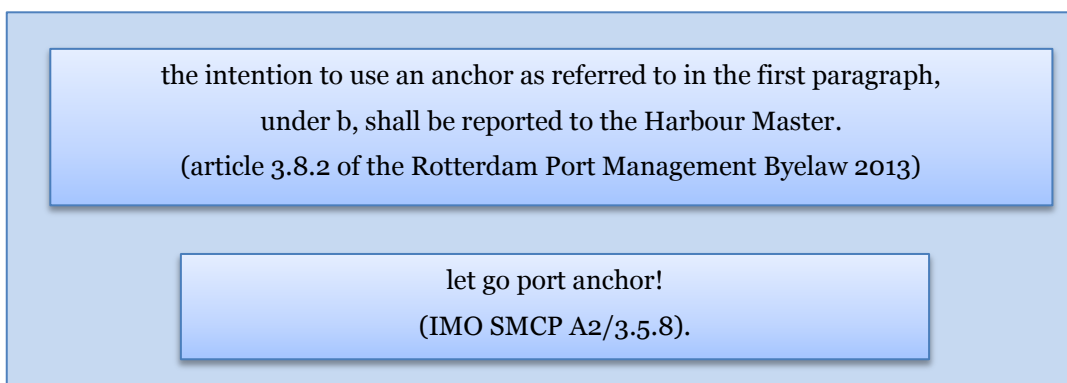


Figure 17: Variation in LSP on the theme of anchoring" between a Byelaw and SMCP.

2.3.4 Variations due to the communicative situation

Depending on the situation, language users may use a specific type of register called *tenor* suitable for that particular communicative situation. *Tenor* is an abstract term for the relationship between participants in the discourse (Baker, 2011, p. 14). LGP and LSP differ especially in the way they show variations with regard to the communicative situation. In LSP these situations can be divided into three different levels of communication with varying degrees of abstraction and specialisation (Bowker & Pearson, 2002):

1. Communication between experts of that domain (high level LSP).
2. Communication between experts of different but related domains (medium level LSP).

3. Communication between experts and laypersons, also occurring in situations involving instruction and training (low level LSP).

This observation is confirmed by Picht & Drakau (as cited in Cabré, 1999).

The Encyclopaedia Britannica Ultimate Reference Suite 2013 uses a kind of *tenor* to communicate information; compare content presentation for the entry *Harbor*:

<p>advanced-level (<i>expert<>expert</i>)</p> <p>any part of a body of water and the manmade structures surrounding it that sufficiently shelters a vessel from wind, waves, and currents, enabling safe anchorage or the discharge and loading of cargo and passengers.</p>	<p>intermediate-level (<i>expert<>semi-expert</i>)</p> <p>any sheltered body of water where boats or ships may moor or anchor. A port is an installation that has been built around a harbor with facilities for loading and unloading such vessels.</p>	<p>introductory-level (<i>expert<>layperson</i>)</p> <p>a deep body of water that protects boats near land. High waves and strong currents usually do not reach harbors, so boats stay safe while anchored there.</p>
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Figure 18: Language variations directed at three communicative levels for the entry *Harbor* in the Encyclopaedia Britannica (Harbor, 2013).

The three levels are called *advanced* (older students and adults), *intermediate* (students aged 10-14) and *introductory* (young students 6-10). While the examples above may not be exactly considered LSP variants, they nevertheless illustrate the idea that people use different levels of abstraction and specialisation tuned to the communicative situation. It is good to realize that laypeople communicating on special subjects will not use LSP but LGP.

An overview of the main categories of language variations, given in thesis chapters 2.3.1 to 2.3.4, is presented in the table on the next page. It shows that differences with regard to language variation between LGP and LSP mainly occur in the functional-pragmatic domain.

	Language for General Purpose	Language for Special Purpose
2.3.1 Regional variations	Is a national language, regional variations occur	Is a national language, few regional variations
2.3.1 Social variations	Laypeople and educated laypeople	Experts and semi-experts
2.3.2 Variations due to time or period	Changes in lexicon and language use are universally understood	Changes depend on new developments in that knowledge domain
2.3.3 Variations due to content	Same lexical and semantic features used for many subject domains	Different lexical and semantic features for different subject domains
2.3.3 Variations due to purpose	Same syntactical forms for different purposes	Different syntactical forms for different purposes
2.3.4 Variation due to communicative situation	Many communicative situations	restricted to expert-expert; expert-semi-expert; and expert-layperson situations

Figure 19: Comparison of the main differences with regard to language variation in LGP and LSP.

2.3.5 Lexical size

The lexical size of LSP is usually smaller than that of LGP. This is on the one hand due to the limited size of its vocabulary (its collection of terms) and on the other hand due to the fact that the lexicon of LSP is more or less complete ("closed"). Relatively modern sciences, however, or specialized organs of the EU will add new terms to their LSPs if necessary. In contrast, the lexicon of a LGP is renewing itself continuously.

2.3.6 Semantic characteristics

LSP terms (jargon words) exist next to LGP words and sometimes differences in meaning between terms and LGP words can be vague. Some differences exist solely

on the basis of preferred meanings; while others depend on the subject or the situation (see semantic shifts - broadening and narrowing - on thesis p. 17).

2.3.7 Collocations

LSP items have a more limited collocational range than LGP items. The wish to create precise, unambiguous terms narrows down the sense of a word. The collocational range of a word is influenced by its level of specificity and by its number of senses (Baker, 2011). Collocations in LSP are based on semantic combinations (Martin & Ten Pas, 1991, p. 371), rather than on the sometimes semantically and lexically unpredictable relations of words in LGP, which have a wider collocational range. For instance, the words "accommodation" and "ladder" are common words in general and maritime language, but the collocation "accommodation ladder" is only found in maritime language¹⁸.

2.3.8 Pragmatic characteristics

The pragmatic characteristics of LSP depend, in particular, on communicative situations already mentioned in thesis chapter 2.3.4. Language variation in LSP is divided in three communicative situations, namely between experts of the same knowledge domain, between experts of different, but related domains, and between experts and laypersons. The interlocutors' level of expertise, if recognized by the experts, will influence their lexical choices as far as they are available.

2.3.9 Language for special purpose - a linguistic overview

Apart from functional-pragmatic differences, which are mainly based on content, purpose and users, linguistic differences exist on lexical, syntactic, semantic and pragmatic levels. A comparison of the linguistic characteristics of LGP and LSP can be given in the form of a table (Martin & Pas, 1991, p. 372) and (Deville, 2001, p. 6).

¹⁸ Accommodation ladder: A gangway, a ladder with flat steps and handrails on either side enabling passengers and members of the ship's crew to embark or disembark (Sullivan, 1999).

In comparison with LGP, LSP functions according to one of the following three complementary modes:

	Lexical particulars	Syntactic particulars	Semantic particulars	Collocational particulars	Pragmatic particulars
When LSP functions as a restricted mode of LGP	LSP-lexicon is relatively closed, new terms added if necessary	some syntactic constructions that occur in LGP do not occur in LSP	strict monosemy	LSP seldom has unpredictable lexical-semantic combinations; collocations are fixed	restricted and sometimes simplified user-specific language
When LSP functions as a deviant mode of LGP	LSP-specific lexemes and/or morphemes	LSP has different language rules or constructions	LSP-specific concepts and semantic relations	restrictions on co-occurrence are LSP-specific	status labels indicate acceptability or preference in LSP
When LSP functions as a preferential mode of LGP	lexical items occurring in both LSP and LGP are distributed in different ways	different distribution of the syntactic patterns and categories	different preferential arrangement of meanings (hierarchy)	different collocational expectations	lexical choices are adapted to the interlocutors' levels of knowledge

Figure 20: lexical, syntactic, semantic, collocational and pragmatic language characteristics of sublanguage according to Martin & Ten Pas and Deville.

The restrictive mode excludes certain features of LGP. LSP can be described as a restricted form of language; e.g. the *Standard Marine Communication Phrases* leave out synonyms, contracted forms and function words (thesis chapter 1.2.1).

In the deviant mode, LSP has specific features which are not found in LGP.

Compare the following sentence: *stay in the main channel until the leading light is opened. This light (FW vis 324° to 333°T) is positioned (...) by the second*

seaward pile of the Crosswall Quay pontoon. (Dover Marina, 2013, p. 29). This kind of sentence pattern is not found in LGP. The preferential mode is complementary to the restrictive and deviant modes. Both LGP and LSP have specific features (words or syntactic structures) in common, but some of these are valued higher and occur more frequently in LSP than in LGP and vice versa. The words *vessel* and *ship* occur in both LGP and LSP, but *vessel* is preferred in formal LSP texts. Regguzoni (thesis chapter 1.2) also pointed out that words and compounds taken from LGP receive special or preferred meanings in LSP; this can be illustrated by terms such as *squat*,¹⁹ *general average*²⁰ and *wing tank*²¹. Dutch examples of preferred meanings in LSP are: *blinde ton*,²² *boegschroef*,²³ *ik sla achteruit*,²⁴ *ik kom overstuur de haven uit*²⁵ (this is the so-called semantic shift discussed on page 7 of the thesis).

On the basis of the above mentioned features, the English and Dutch maritime languages can be considered LSPs. Their syntactic features, especially for SMCP, are influenced by linguistic measures aimed at creating uniform, unambiguous communication (thesis chapter 1.2.1). In other maritime subdomains they show a concise, precise and sometimes simplified syntax and grammar, a formal and impersonal style, and a preference for nouns and nominal groups. Apart from SMCP, they favour written language.

¹⁹ *Squat* is the bodily sinkage of a vessel.

²⁰ *General average* is an internationally accepted rule of the sea.

²¹ *Wing tank* is a ballast tank in the side of a ship.

²² A *blinde ton* is a buoy without light.

²³ A *boegschroef* is a bow thruster.

²⁴ *Ik sla achteruit* means *my engine is on astern*.

²⁵ *ik kom overstuur de haven uit* means *I am leaving the harbour stern first*.

3. Terminology

3.1 Terminology and translation

Newmark (1988, p. 151) states that "[t]echnical translation is primarily distinguished from other forms of translation by terminology, although terminology usually only makes up about 5-10% of a text." If it only makes up a small part of a text, what then is the "role" of terminology? Byrne (2012, p. 144) points out that "[d]espite its rather daunting appearance, terminology is generally the least problematic part of a technical translation, *provided* that you have access to the Internet and, in certain cases, to good dictionaries." Newmark and Byrne link terminology to science, technology and translation. The link to translation is also made by Bowker (2011) in the *Routledge Encyclopedia of Translation Studies*. Here terminology is seen as "the relatively young discipline concerned with the naming of concepts and terms in specialized domains of knowledge. (...), one of its most widely practised applications is in the domain of translation" (p. 287).

3.2 Early terminology

Terminology may be called a relatively young discipline, but attempts to order the science of specific domains were already undertaken by Renaissance scholars such as Dürer²⁶ and Vesalius²⁷. Stimulated by early modern scientific discoveries, systematic terminology began in earnest in the 18th century with the taxonomist Linnaeus and the chemists Lavoisier and Berthollet. Their pioneering work was continued by others in the 19th century with a focus on the sciences and technical nomenclatures. Terminology stimulated the international exchange of knowledge and ideas. Modern developments in the 20th century activated the foundation of standardizing bodies such as the well-known International Organization for Standardization (ISO).

²⁶ Dürer used terminology in his treatises on mathematical forms in 1525 (Dürer, 1996).

²⁷ Vesalius used terminology in his monograph on anatomy in 1543 (Vesalius, 2014).

The first serious theory of terminology was developed by Eugen Wüster (1898-1977), a terminologist and lecturer at the University of Vienna, who developed a methodology for working with terminology, suggesting criteria to eliminate ambiguity. Wüster was inspired by the ideas of Esperanto, a new politically neutral constructed *interlanguage*, which aimed to eliminate vagueness and ambiguity in language. The direction in terminology called the Vienna School of Terminology is based on Wüster's ideas. "Other schools of terminology were active in those years, such as the Czech and Russian schools, although not a great deal has been written about them" (Cabré, 2000, p. 37). What is known is that Wüster's work on terminology was translated by the Soviet scientist E. K. Drezen (1892-1937), who was also an active Esperantist. Under Stalin's regime, however, Drezen was suspected of internationalism and "dangerous cosmopolitanism"²⁸, and executed in 1937 (Halvelik, 2005). Another Soviet terminologist, D. S. Lotte (1898-1950) and a member of the Soviet Committee for Standardization, continued on Wüster's ideas. In Prague, terminology was based on the Swiss linguist and semiotician De Saussure (1857-1913).

Wüster modelled his theory of terminology on the basis of his experiences in compiling an English-French reference work (with a German supplement) which appeared in 1968 and was called *The Machine Tool. An Interlingual Dictionary of Basic Concepts*. Finally, when he was already in his seventies, he wrote his *Einführung in Die Allgemeine Terminologielehre und Terminologische Lexikographie*, which was posthumously published in 1979 and translated as *The General Theory of Terminology*.

²⁸ Cosmopolitanism: disparagement of Russian traditions and culture (SOED, 2006).

3.3 The General Theory of Terminology

In the literature on the subject, Wüster's *General Theory of Terminology* (GTT) defines the scientific principles and methods of what is now considered as the classical or traditional branch of terminology, which has as its main themes:

- The priority of the universal and independent concept "above" each term.
- The precise definition or characterisation of concepts.
- The systematic ordering of these concepts in a well-defined and interrelated structure.
- An onomasiological approach to terminology processing, in which the terminologist works from the existing concept definition towards the term²⁹.
- The one-to-one relationship between concept and term; a relationship defined by strict monosemy in which any form of ambiguity, synonymy or polysemy is vetoed.
- A unifying approach via standardization and internationalization of terms independent of cultural differences.
- A prescriptive approach with an emphasis on terminology and language planning.
- The belief that terminology is indispensable for the dissemination of specialized knowledge, justifying the rigid division between LGP and LSP.

At first Wüster believed that Esperanto could be the vehicle for unambiguous, standardized, international communication in technical and scientific subject fields.

As it failed to do that, Wüster focused on a rigorous unifying system via terminology and that is why in the GTT universal concepts are the objects of terminology.

According to Wüster, terminology is an independent discipline, combining elements of other disciplines such as ontology, logic, linguistics, information science and

²⁹ Onomasiology is the branch of knowledge that deals with the principles of nomenclature; the opposite of an onomasiological approach is the semasiological approach; semasiology is connected to lexicography and starts with the word, and works towards its definition.

communication science. A large part of terminology is concerned with objects in real life; it therefore borrows ideas from ontology, which studies the nature of things and their relationships in the real world. Terminology also borrows ideas from logic, namely abstraction, generalization and organisation to create classes of objects. Logic is also used in the process of elimination when specific characteristics or differences of objects have to be described. Finally, logic is used to specify and create object-concept relationships and a concept structure that shows how concepts relate to one another. Terminology is influenced by linguistics and applied linguistics, firstly, because of its interest in LGP and LSP as tools for communication, and secondly, because terms constitute a specialised subcomponent of a language's lexicon. The following branches of linguistics are involved: morphology (form, change, formation, and inflection of words in a language), lexicology (the structure and content of the lexicon), and semantics (meaning). Terminology has further borrowed from and uses techniques of information science and computer technology for storing and retrieving information and for the organization of large and complex conceptual relations or thesaurus structures. Terminology is linked to communication science for the reason that terms have to be useful communicative units which must be evaluated from the point of view of economy, precision and suitability of expression.

3.4 The status of terminology comes under discussion

Terminology is a very broad subject field; this is illustrated by the rather exhaustive definition given by *Infoterm, the International Information Centre for Terminology*³⁰:

Terminology plays a crucial role whenever specialized information and knowledge is created (e.g. in research and development), communicated (e.g. in the medical or

³⁰ Infoterm was founded by Wüster with the help of UNESCO in 1971.

economic area), processed, recorded and maintained (e.g. in databases), transferred (e.g. through teaching and training), accessed (e.g. supported by indexing, using browsers in the Internet, etc.). Therefore an efficient use of terminology is essential for precise and efficient communication across language and cultural barriers, a prerequisite for translators, interpreters and localizers, indispensable for accessing information in databases or other resources, and a crucial component in virtually all standardization and harmonization activities. Terminology management has become an integral part of business processes aiming at increasing productivity, quality of products and services and user satisfaction (Infoterm, 2014).

The growing significance of terminology has, over the last decades, led to debates and opposing views among its followers as to its status, especially with regard to its principles and aims. On one side are those who claim that terminology has an independent status and rests on an original theoretical framework that deals with designation in special languages. On the other side are those that dismiss the idea that terminology is an independent discipline. Sager (1990) believes there is no substantial body of literature that supports the view that terminology is an independent discipline. In his opinion it is better called an applicable science, directed at compiling terminologies in special subject fields with the aim of optimizing communication among specialists and professionals concerned with the standardization of language. The two opposing views, schematized by Sageder (2010, p. 127), are presented in figure 21 on the next page.

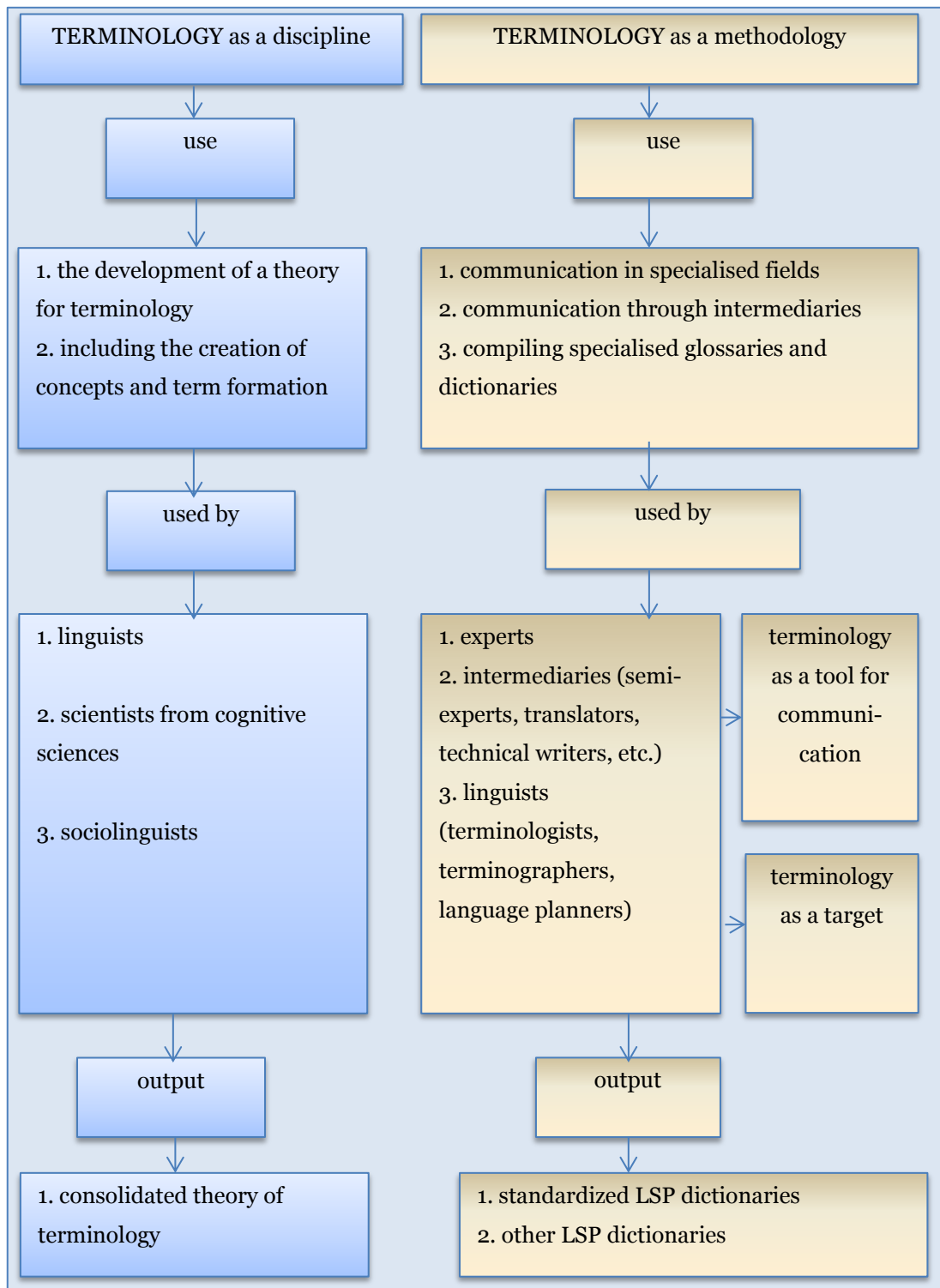


Figure 21: Sageder's diagram showing the two opposing views on terminology.

Cabré (1999) neither agrees nor disagrees with Sager. She defines terminology as an interdisciplinary field of enquiry of which the prime objects of study are the specialized words belonging to specific domains. She points out that the word

terminology refers to at least three different concepts, in the first place to the principles and conceptual bases that govern the study of terms; in the second place to guidelines used in terminology work; and finally to the set of terms in a particular special subject field. As Bowker (2011) points out, terminology has always been more closely linked to its applications and practical use than to its more theoretical aspects, suggesting a gap between science and practice. The discussion whether terminology really is a discipline (a branch of scholarly knowledge) or a methodology (applied knowledge) still continues.

3.5 Towards a new General Theory of Terminology

Most of Wüster's *General Theory of Terminology* and its scientific basis were formulated in a particular historical, scientific and technical context. This context has changed in the course of the years. Technological development in the second half of the 20th century resulted in important innovations, especially in the form of data banks and personal computers, which brought about a major change in the conditions for processing terminological data. Sager (1990) points out that through the availability of large-scale collections of experimental linguistic data it has become easier to test, support, or modify any theory of terminology. Cabré agrees with Sager, in her opinion, "terminology will only advance as a scientific field of study if those of us interested in terminology can explain our ideas and discuss them on a basis of hard data (...): their characteristics and properties, their operation in specialised discourse and how they are acquired." (2003, p. 182).

These innovations have also influenced linguistic and communication science. The GTT began to be questioned in the 1990s. The most important items that attracted criticism were its focus on standardization, the priority status of the concept, the concept-term relationship, and the perceived lack of a theoretical basis. Critical voices, mainly from the cognitive, language, and communication sciences, voiced

their opinions and came up with suggestions that ranged from adjustment of the classical theory to alternative or completely new theories.

Several specialized seminars³¹ have been devoted to re-establishing the foundations of a theory of terminology either on its own or in contrast to linguistics or lexicography. In these discussions, cognitive psychology and philosophy addressed the difficulty of separating general from specialised knowledge, as general knowledge is necessary for and contributes to the acquisition of specialised knowledge. They also pointed to the fact that discourse plays a significant part in the construction of knowledge and that culture has an important influence on how we see reality (and thus concepts). Linguistics and sociolinguistics questioned the rigid division of LGP and LSP and also addressed the significance of semantics and pragmatics and pointed to the importance of text and corpus linguistics with their focus on aspects of grammar, collocation and current use of language. The communication sciences drew attention to discourse analysis and to new models of communication in which specialised communication is treated as an option rather than a different type of communication. It clearly appeared to be time to revise the GTT or to create a new, integrated theory of terminology (Cabr , 2003). This quest for an integrated theory of terminology, however, was and is hindered by traditional controversies between the various directions related to practical terminology. Controversies which too often were/are presented as contrasting opinions on the following questions:

- Should terminology be oriented towards language planning³² or towards special communication (LSP)?

³¹ Barcelona 1999, Vasa 2001, Prague 2003, Surrey 2003, Paris 2003, Lisbon 2003 (Cabr , 2003, p. 163-164)

³² Language planning is a deliberate effort to change a language or its functions in society; to keep a language up-to-date and fit for international communication, i.e. with a modern terminology.

- Should terminology work be directed at ad-hoc terminography³³ (single term searches) or systematic terminography (covering of an entire special subject field)?
- Should its methodology have a semasiological or onomasiological approach?

A theory that is to account for all terminology, as Cabré (2003) suggests, should allow prescriptivism as well as descriptivism; must not cut off terminology from society (classic terminology was often seen as a "technical tool"); must give room for language planning (a more linguistically oriented activity); must be able to operate in international multilingual and therefore different cultural situations such as in the EU; and must be able to find solutions for problems such as synonymy and polysemy in relation to standardization and specialised dictionaries in multilingual situations. The final objective of any theory must be to describe real data, and (like every sound theory) offer an applied side from which to solve the problems mentioned above.

Based on these premises, Cabré proposed her *theory of doors*, a model that represents the plural, but not simultaneous access to the object (the terminological unit), whether starting from the concept, the term or the situation (see figure 22 below). Cabré's *theory of doors* is based on two assumptions, first that terminology is simultaneously: "a set of needs, a set of practices to resolve these needs, and a unified field of knowledge" (Cabré 2003: 182). The second assumption was that the elements of terminology must be seen as *terminological units*. These units are multi-dimensional, i.e. at the same time units of knowledge (the concept), units of language (the term) and units of communication. This multi-faceted feature distinguishes them from other units of language with the same structural features

³³ Terminography, also known as applied terminology or terminology work, involves the collection, description, processing and presentation of concepts and terms of a specialized field in the form of specialized bilingual or multilingual resources such as glossaries or term banks.

(words), as well as from other units that also express specialized knowledge (other specialized, morphological and phraseological units).

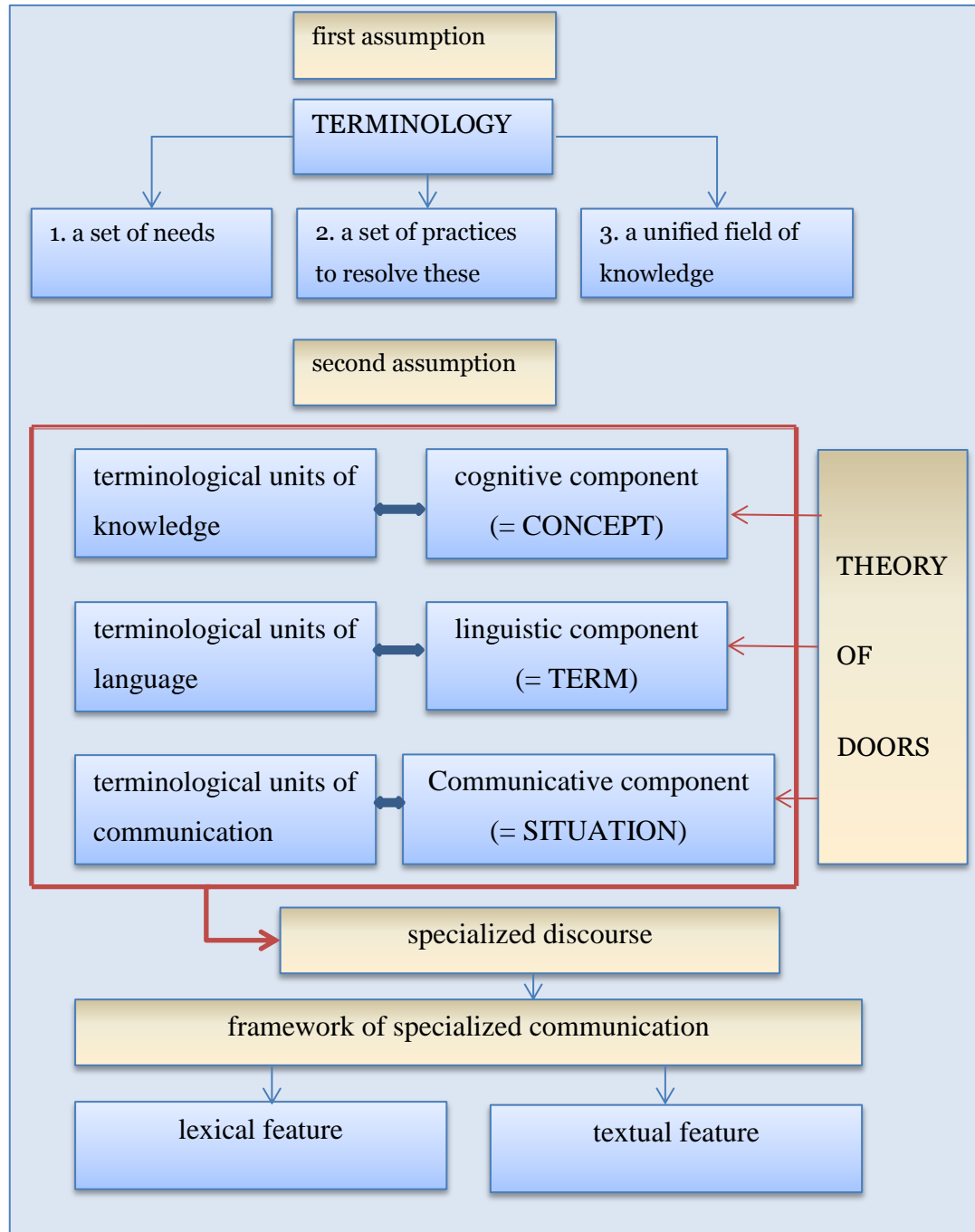


Figure 22: Diagram showing Cabré's idea for a new theory of terminology, called a theory of doors (Sageder, 2010, p. 129; Cabré, 2003, p. 181-187).

The terminological units exist within a framework of specialized communication which transfers specialized knowledge. The information is characterized by its lexical features; its meaning is limited through the special context and by its textual features and is more concise and precise than that of general texts. It serves the information transfer between specialists, between specialists and semi-specialists, and between specialists and learners.

There have been more initiatives to revise the GTT, but Cabré's approach, also referred to as the Communicative Theory of Terminology (Bowker, 2011), seems the most promising, as it favours:

- The study of terms in texts rather than as context-independent units;
- The idea that terms are more likely to represent fuzzy and dynamic categories.
- A more descriptive approach instead of prescriptive standardization;
- The study of synonymy and polysemy.

Terminology's main *raison d'être* is to serve science, technology and communication, that is why it must be directed at the users of LSP. If they are experts or specialists, the emphasis will lie on the concepts and the naming of concepts and terms; if the end-users are not specialists but laypersons, the emphasis will lie on communication; if the end-users are terminologists, the emphasis will lie on the specialist knowledge, on the compilation, description, processing and creation of concepts and terms. The way these term collections or termbases are presented, though, is almost as important as the content itself.

4. The methodology of terminology

From an educational point of view, Korkas and Rogers (2010) address the question *How much terminological theory do we need for practice?* They show how theory can support practice in postgraduate courses or master's programmes in translation which include terminology and/or the use of terminology management tools. They point at potential shortcomings in practical terminology when too much focus is laid on technology-driven, purely instrumental skills which lack a solid theoretical background. They therefore advise a balanced approach that reveals the value of terminology theory in terms of guidelines for good practice.

The same approach is taken by Van der Vliet at the TiNT conference in Antwerp in 2009. His *Practice before the theory: towards a method for terminology management*³⁴ [translation ES] is addressed at producers and users of Dutch terminology and gives practical advice on reliable, verifiable and workable terminology management, illustrating how the theory of terminology can help to develop a sense of relevance and reason.

4.1 The different approaches via onomasiology and semasiology

Onomasiology is the branch of linguistics that deals with concepts and the terms that represent them. Onomasiology starts from a concept (an idea, an object, etc.) and works towards the term (the designation). The concept has priority over its designation. A thesaurus³⁵, for instance, is compiled according to onomasiological principles the focus of which is on the characteristics and structuring of content rather than on other levels of linguistic description. Thesaurus systems serve as classified lists of keywords in particular domains. They are used for information storage (knowledge representation) and information retrieval (knowledge

³⁴ *Praktijk voor de theorie: naar een methode voor terminologiebeheer* (Van der Vliet, 2010).

³⁵ A thesaurus is a collection of words arranged in lists or groups according to sense (SOED, 2006).

exchange). An onomasiological approach is used in creating terminologies and for compiling mono-, bi-, or multilingual terminological dictionaries.

The opposite of onomasiology is semasiology. This is the branch of linguistics that deals with words and phrases and their meanings. Semasiology starts from the word (the dictionary entry) and works towards the meaning; it means that the word and its form have priority. The semasiological approach in lexicography³⁶ is used for monolingual or bilingual dictionaries where words are almost always placed in alphabetical order. An alphabetical order helps to quickly find or look up a word, but is of less use when its precise form is unknown. In that case, the search has to start from the opposite side, beginning with the sense or the meaning of the concept in question. Here an onomasiological dictionary (or termbase) will prove its usefulness. By being not only term-oriented (based on the word forms of the terms in alphabetical order), but also concept-oriented (based on characteristics that describe these concepts, a termbase allows users to start their queries from multiple directions and from the general to the more specific. Due to the relationships between concepts, a termbase also enables cross-referencing.

Especially in multilingual dictionaries, an onomasiological approach creates a more accurate result and a better layout. In a semasiological approach, the entry corresponds to a concept which is fixed by a definition in the source language. The target term is at best a suitable translation equivalent of the source term, but not necessarily the linguistic target language designation of the target language concept. In the onomasiological approach, the concept is or should be the same for all languages and the differences are in the designations. An overview of some similarities and differences between onomasiology and semasiology and between

³⁶ Lexicography is the art or practice of writing dictionaries (SOED, 2006).

lexicography and terminology is given below.

Similarities and Differences between Lexicography and Terminology		
SUBJECT	LEXICOLOGY	TERMINOLOGY
definition	principles and methods that deal with writing dictionaries	principles and methods that deal with the proper processing and use of terms
field of study	study of words	study of terms
approach	semasiological: word towards meaning	onomasiological: concept towards term
domain	all the words of a language (LGP), mainly for speakers	language of a specific field (LSP), mainly for written texts
users	speakers in a variety of different situations, all kinds of topics, general discourse	experts, specific and professional situations, specialized topics, restricted and formal discourse
meaning	meaning is related to the word and always linked to grammar	the concept is independent from the term that represents it
unit of meaning	words in context	terms of their own account, one concept - one term (in principle)
variation	discourse, inflection, morphological form or syntax	mostly nouns, compounds, phrasal constructions
synchronic or diachronic	synchronic and diachronic (archaisms are allowed)	only synchronic (no "old" terms allowed)
evolution	free evolution without prescriptive intervention	evolution restricted, prescriptive intervention
standardization	NO	YES
definitions	for the word, less explicit, avoids identical definitions unless synonyms	for the concept, exhaustive, states relationships with related concepts, avoids homonyms unless in different concepts, synonyms with status label
ordering system in dictionaries	alphabetic	systematic ordering according to the conceptual structure
bilingual or multilingual dictionaries	dictionary entries or meanings not always identical for all languages	concept is identical for all languages, only designation (term) differs

Figure 23: Overview of similarities and differences between lexicography and terminology.

4.2 The relevance of domain, object, concept and term

Terminology is concerned with material, immaterial or abstract objects for the purpose of communication. The cognitive sciences (e.g. logic and ontology) study the connections between object (referent), concept (idea, thought, knowledge) and term (symbol, word, or expression). In linguistics, the *semantic triangle* illustrates the indirect relationship between object and communication. The semantic

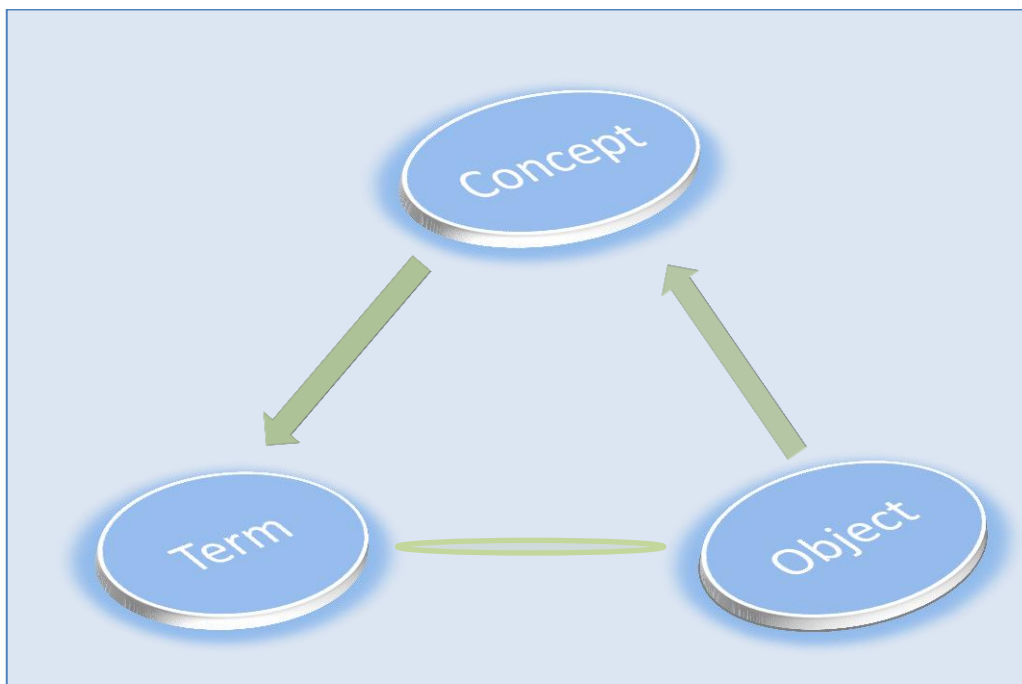


Figure 24: The semantic triangle describes the indirect object-term relationship.

triangle is a model for explaining how words convey meaning. It says that a word suggests an idea or concept in the mind of the hearer. The concept connects to an object in the real world. The concept is designated by a term but is not the term itself: it is the linguistic expression or symbol representing the concept in its particular knowledge domain. A term is used for communication in the LSP connected to that domain. According to the theory of terminology, the concept is universal and has a higher level of abstraction than the term. Concepts describe the common elements, called characteristics, of physical objects, classes of objects, or

more abstract elements of thought such as actions, processes or qualities. The minimum number of characteristics necessary to identify a concept is called its essential characteristics. They may be functional, observable or imaginable features. In logic, a concept can be described in two ways: firstly, by its *intension* or internal content (the sum of characteristics that constitute a concept) and, secondly, by its *extension* or external content (the range of objects the concept refers to). For instance, the intension of *sea-going ship* is *large buoyant watercraft fit for voyages on the open sea*, whereas its extension embraces such things as cargo ships, passenger ships, container ships, tankers, etc. Concepts can be placed in a system of related concepts; these relations are based on their characteristics which may differ to a greater or a lesser extent. Characteristics define the concept and the concept system as accurately and concisely as possible; conversely, the description of a concept or concept system leads to the knowledge domain in which it occurs. Each activity or specialised field can be represented by or conceptualised as a structured system of individual concepts; the entire set constitutes the domain in question.

4.3 Relations between concepts in a concept structure

It will be clear that concepts are not isolated units of thought but always exist in relation to other concepts. Depending on the thought system used to organise concepts in a systematic way (e.g. into classes), the relationships between concepts can be divided into basically three types. The first type of relationships are logical relationships; these are based on similarity and shared characteristics. If one concept is similar but more general or broader than another, it will lead to a logical subordination with a vertical ordering; similarities can also lead to a logical coordination and a horizontal ordering. Vertical and horizontal ordering are often combined. The second type of relationships are ontological relationships. They are not based on the similarity between concepts, but rather on their proximity to each other in the real world. They may form relationships based on coordination leading

either to a part-whole ordering or to a chain relationship based on a succession in time or in a process which leads to a cause-effect ordering. A third type of relationships for organizing a concept system is a taxonomy. A taxonomy is used for biological classifications that indicate natural hierarchical relationships with "species" as the lowest rank.

According to ISO 704 (2000), at least the following relationships shall be used to model a concept system:

1. Hierarchical relations (these relations can be presented as a tree diagram or an indented list) and consist of:
 - 1.1. Generic relations in which a superordinate concept is more general than its subordinate, more specific concepts. Generic relations are also known by their Latin term *genus et differentiae*³⁷ and offer several ways of subdividing a concept into subordinate concepts. Subordinate concepts at the same level that share the same dimension are called coordinate concepts.
 - 1.2. Partitive (part-whole) relations in which the comprehensive concept is the superordinate concept and the subordinate concept is the partitive concept. Subordinate concepts at the same level that share the same dimension are also called coordinate concepts.
2. Associative relations; these are non-hierarchical relations. An associative relation exists when a thematic connection can be established between concepts, e.g. proximity in space or time. Examples of associative relations are: raw material and product, action and equipment, quantity and unit, material and state, substance and property, action and target, etc.

³⁷ Literally: a family and its different members; the term for the traditional rules of definition based on Aristotle's analysis.

Figure 25 below shows the approved type of diagram proposed by ISO³⁸ for depicting generic relationships. In this example the generic relation is given for concepts related to the object *sea-going ship*. The concept definition is taken from the *Encyclopaedia Britannica*. The *sea-going ship* is the general concept and the other, subordinate concepts relate to specific types of ships. A concept in a generic relation is more specific when it has the same characteristics as that of the general concept, plus at least one additional delimiting characteristic. At each lower level, the degree of specificity becomes higher (the concept "narrows down"). The specific concepts in this example are on the same level of hierarchy and have the same criterion of subdivision; they are called coordinate concepts and are interrelated in a horizontal, coordinating relationship.

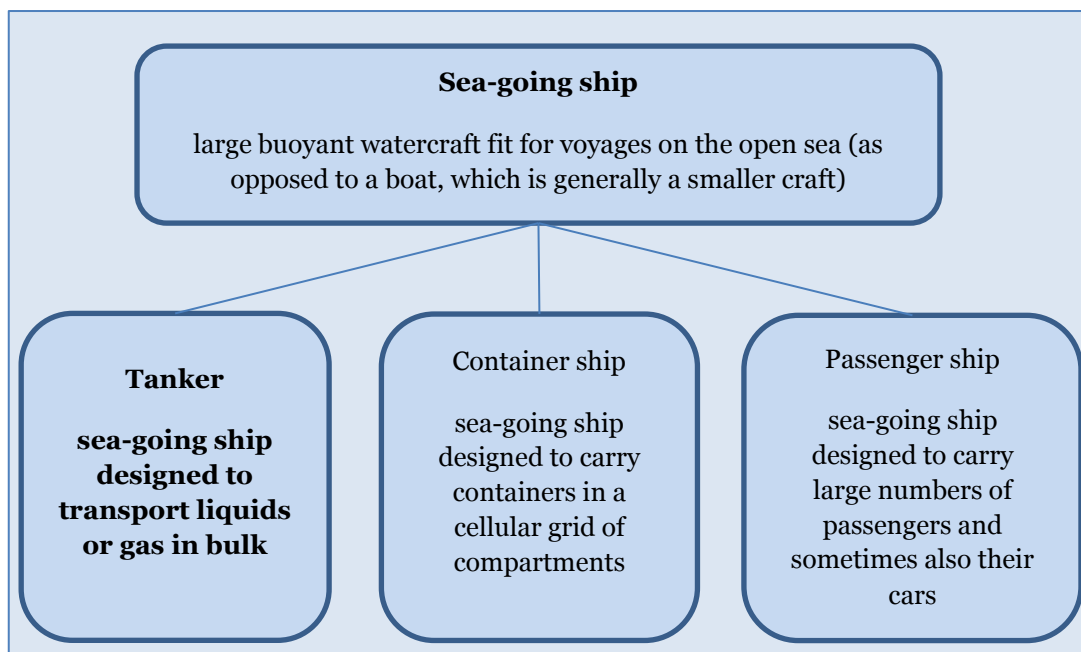


Figure 25: Generic relations between concepts for several types of sea-going ships.

The next diagram depicts a partitive relationship. This is when the superordinate or comprehensive concept represents a whole, while the subordinate or partitive

³⁸ ISO 704 Terminology work, principles and methods (2000, p. 6).

concepts represent parts of that whole. Subordinate concepts at the same level and sharing the same dimension are called coordinate concepts.

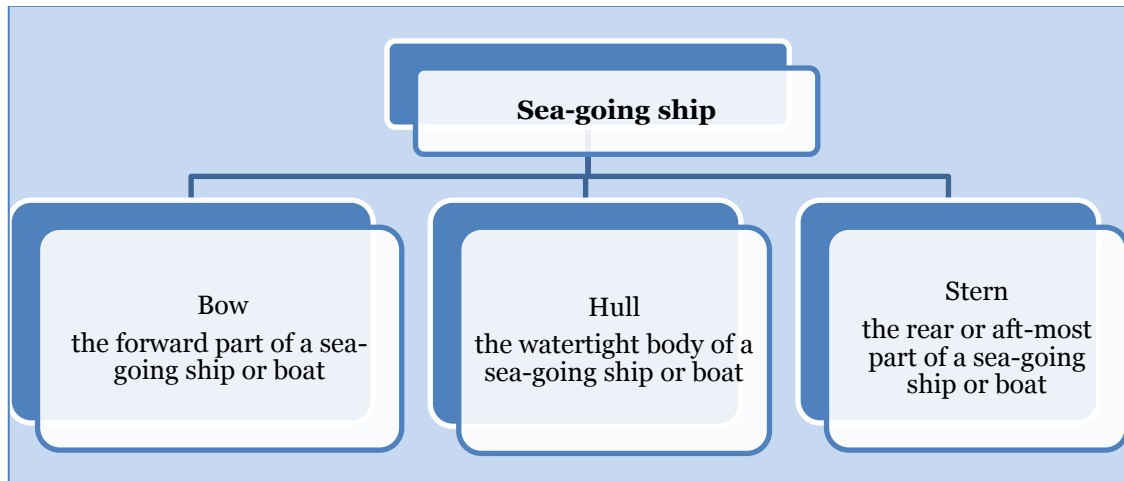


Figure 26: Partitive and coordinating relationships between concepts for sea-going ship, bow, hull and stern.

The diagram below is the ISO 704 graphic for an associative relationship, which is non-hierarchical. In this example the concepts are connected via the relation between a construction and the material of which it is made.

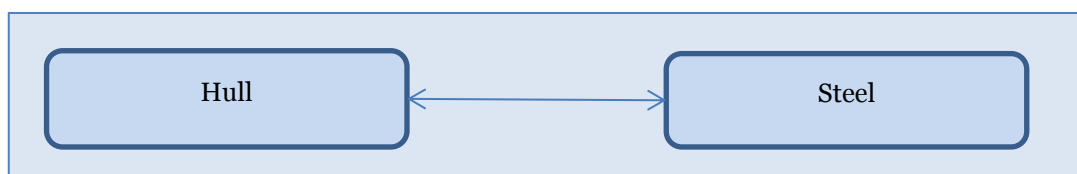


Figure 27: Associative relationship between hull and steel (iron).

In real terminology work, concept descriptions tend to be exhaustive. The ones used in the examples above are as short as possible, but those in the following ones will, for brevity, be even shorter. The emphasis, after all, lies on the illustration of concept relations, not on concept definitions; they are dealt with in thesis chapter 4.4. The

next diagram is an example of several subordinating and coordinating relationships, combined with a partitive relationship (bottom row).

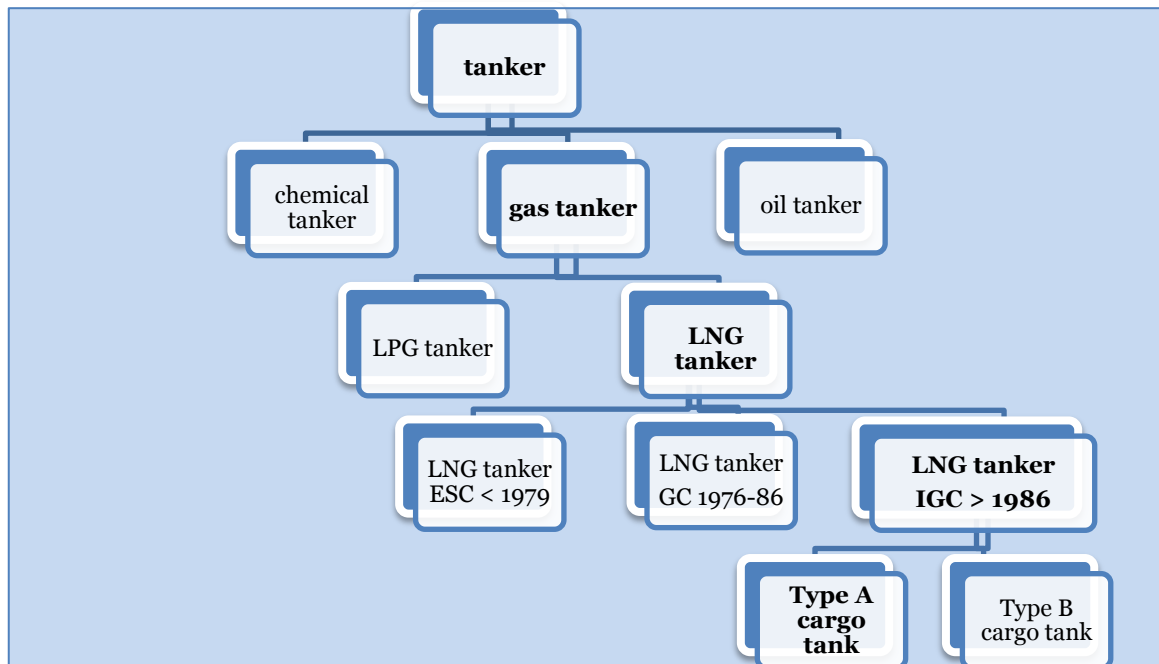


Figure 28: A five-level generic, coordinating and partitive organization of concepts for the relation between tanker and Type A cargo tank of an LNG tanker

In the diagram, the line of relationships can be traced from *tanker* (here the general concept) to *Type A cargo tank*³⁹ of an LNG tanker⁴⁰ (this is a tanker built after 1986 in compliance with the IMO IGC Code⁴¹). The vertical relationship is from the general term *tanker* via generic relations to more specific types of tankers such as *gas tanker*, *LNG tanker*, *LNG tanker IGC > 1986*. The last vertical step is to *Type A cargo tank*. The relationship between *Type A cargo tank* and the superordinate concept *LNG tanker IGC > 1986* is a partitive one. The different types of tankers are interrelated in three levels of horizontal, coordinating relationships.

³⁹ Type A cargo tanks are independent (insulated) tanks of prismatic form; type B are spherical tanks.

⁴⁰ LNG is Liquefied Natural Gas.

⁴¹ International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, issued by the International Maritime Organization.

These examples show how a concept system serves to model the abstract structure of a specialized knowledge domain, field or subfield. The model clarifies the relations between the concepts and forms the basis for a uniform and standardized terminology. The concept structure can be presented as a diagram (above) or as an indented list (below):

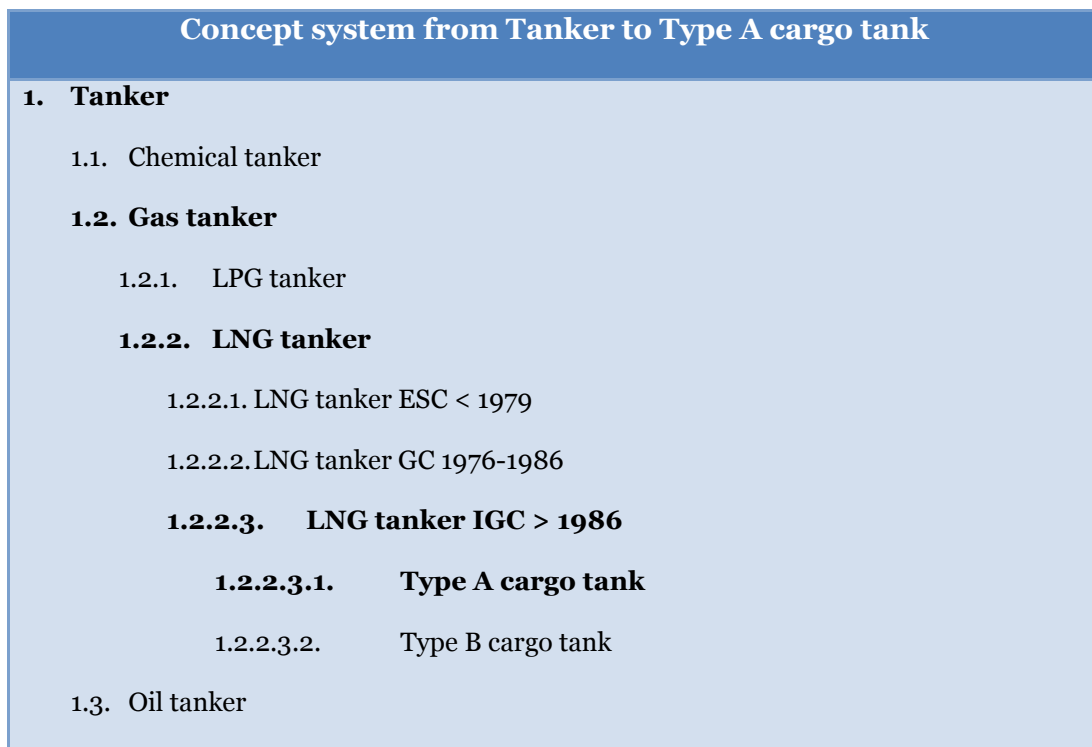


Figure 29: Concept system of figure 28 in the form of an indented list.

Another example of a concept structure (a very large one) is EuroVoc, the Multilingual Thesaurus of the European Union. EuroVoc is used for processing the documentary information of the EU institutions. The thesaurus serves as a coherent indexing tool for document management and enables users to carry out documentary searches. EuroVoc is split into 21 domains and 127 microthesauri or subsets of the complete concept structure (EuroVoc, 2014).

Below is a fragment of the domains and subdomains used in EuroVoc for maritime shipping:

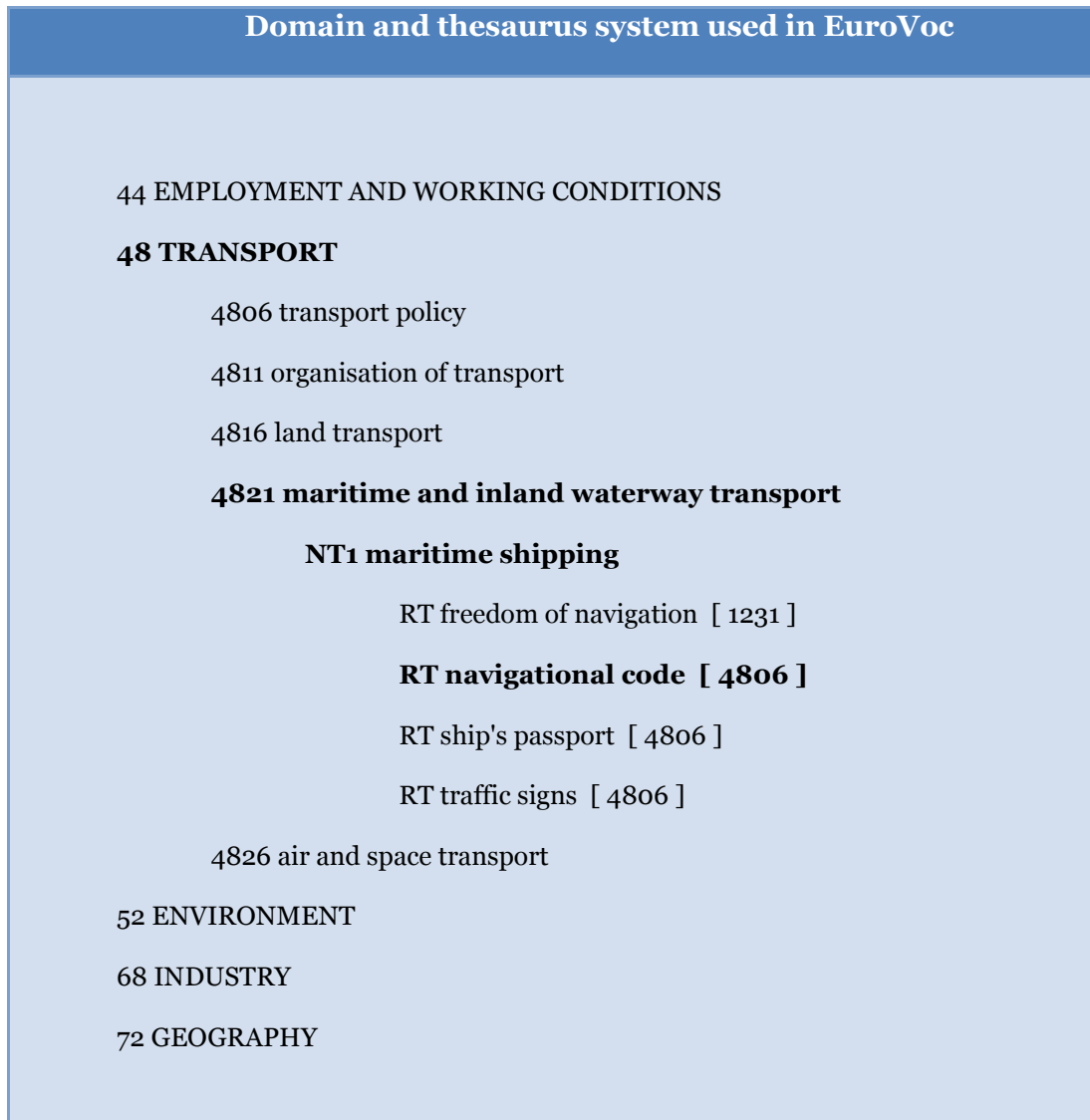


Figure 30: Domains (capital letters) and thesaurus system used in EuroVoc of the EU.

Concept systems not only serve as models of the knowledge domain in bilingual or multilingual situations, but also facilitate the comparative analysis of concepts and designations across languages and the writing of definitions.

When terminologists start organizing concepts into a concept system, they should also consider the expectations and objectives of the prospective users of the terminology product (glossary, dictionary, specialised vocabulary, etc.). The process of organising a concept structure may also involve consulting experts of the domain in question.

4.4 The use of definition, context and pictures in terminology

A concept is described in three ways: firstly, via its definition; secondly, via its relationship to other concepts in the concept structure with reference to the subject field; and thirdly, by its designation, the concept's "official" linguistic form as a term. The term as a unit of language allows for communication in LSP.

The terminological definition is the most important application of the single-concept principle, because it describes the concept in its domain. The quality of the terminological product (glossary, terminological dictionary, etc.) is largely determined by the quality of the definitions. A concept definition is based on the sum of its characteristics. Terminological theory, in principle, only recognizes definitions based on the *genus et differentiae* principle, using a concept's *intension* (content) and/or *extension* (range). The intensional definition starts from the next superordinate class to which the concept belongs and to which are added characteristics that distinguish it from the superordinate concept and also separate it from its coordinate concepts. By first stating the generic concept, the characteristics that make up the intension of that generic concept are implicitly assumed in the definition. This also creates the necessary links for the concept structure.

In the example below, the definition *ladder* from the next higher concept is used in the definitions of *accommodation ladder* and *pilot ladder*.

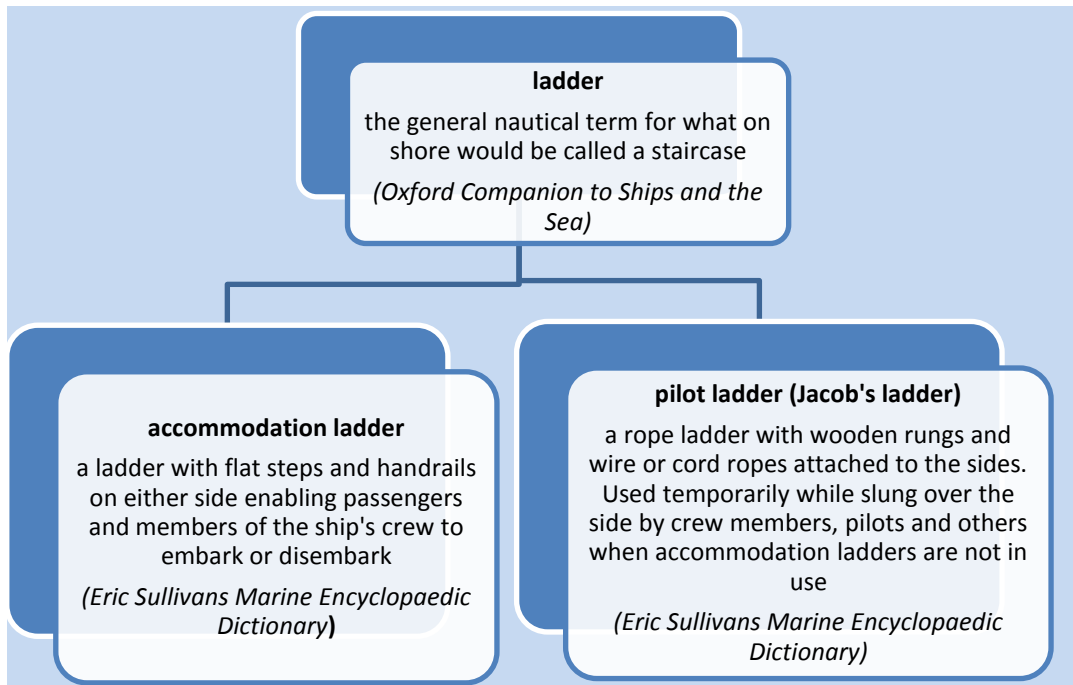


Figure 31: Example of a generic-differentiae type definition.

A *genus et differentiae* definition can also be based on a concept's *extension*, a list of subordinate, lower concepts or parts. This type of definition may be used in combination with the *intensional* definition or as an alternative in cases when the intensional definition poses too many difficulties. Examples of extensional definitions are given in figure 32 where all definitions use lists such as *a vessel is a ship, brig, sloop or other craft used, or capable of being used, to navigate on water*. Legal definitions, especially, tend to be exhaustive.

Additional types of definitions may be used that allow for more flexibility than the formal taxonomy-style definitions mentioned above. They are only permitted if they lead to accurate descriptions of the concepts in question. These additional types of definitions include:

- Definitions using near-synonyms or paraphrase⁴²;
- Definitions based on function or operation;
- Definitions based on implication or explication;
- Definitions based on demonstration (drawings, pictures, diagrams).

A definition may also be realised by using a mix of all the above mentioned types.

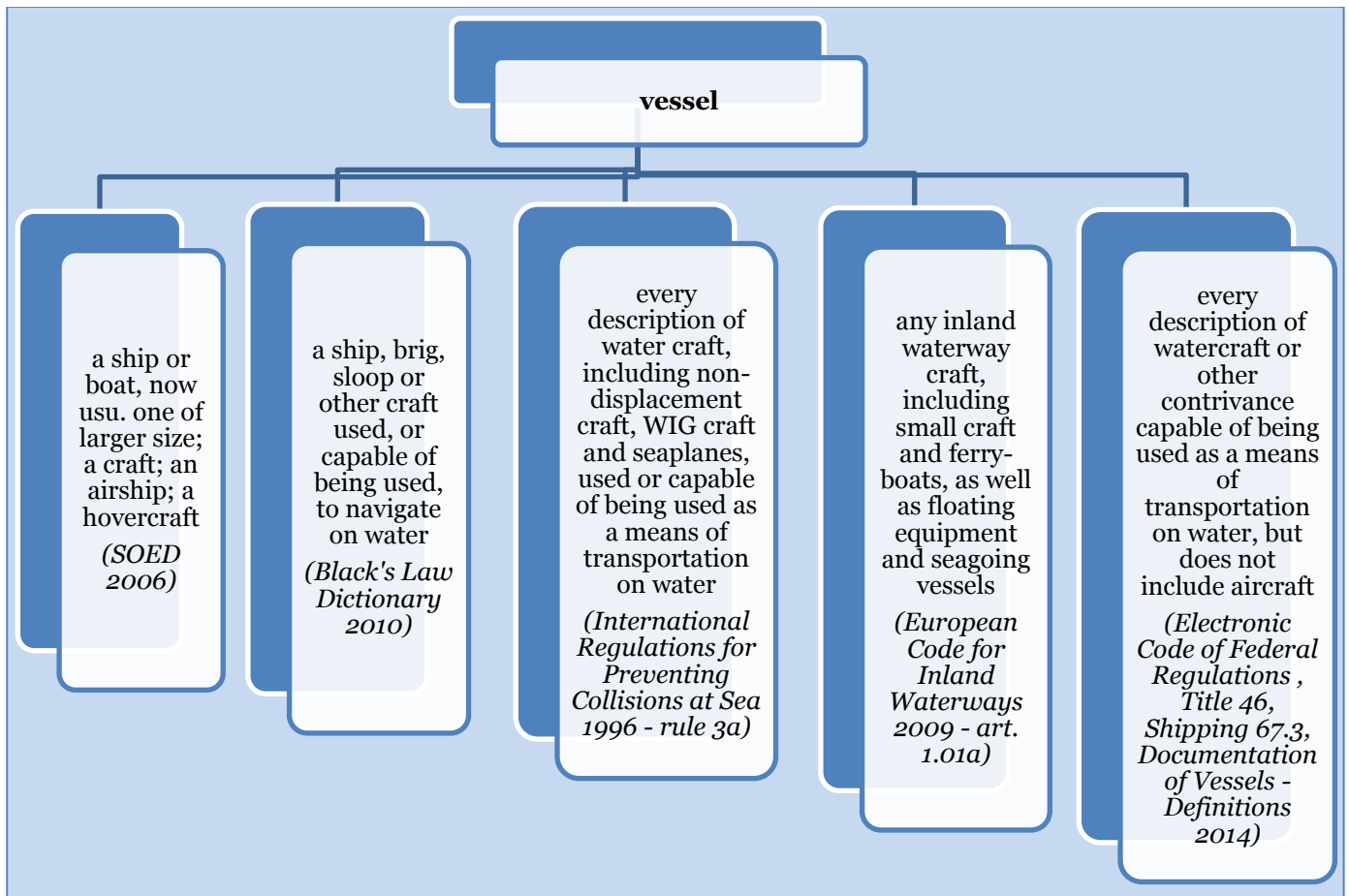


Figure 32: Extensional definitions of the concept *vessel* used in dictionaries and international laws/regulations.

Definitions are often made with the help of a defining vocabulary the meaning of which is taken as axiomatic, i.e. not requiring further explanation. Where definitions from reliable sources are available these should be used rather than the creation of new definitions (COTSOES, 2003, p. 28). It is important to let self-made definitions

⁴² Atkins & Rundell (2008) do not advise using synonyms, see thesis p. 55.

be checked by experts. It is also advised to use a type of definition that best suits the profile and the communication needs of the target users. In most cases, experts or semi-experts will be familiar with abstract *genus et differentiae* definitions but other users, however, may prefer less abstract ones. Other requirements for definitions are:

- They should be simple, clear and concise and preferably not longer than one sentence.
- They should be comprehensive, neither too broad nor too narrow.
- They should be stated in the affirmative since a negative form is often confusing.
- They should avoid circularity, i.e. not use words whose definitions refer back to the concept or term description.

Alternative ways of concept definitions are description, context and illustration. If there is not enough information available to compose a concept definition, e.g. for *WIG craft*, a term mentioned in the *International Regulations for Preventing Collisions at Sea* (figure 32 above) a provisional description may be offered as in the example below.

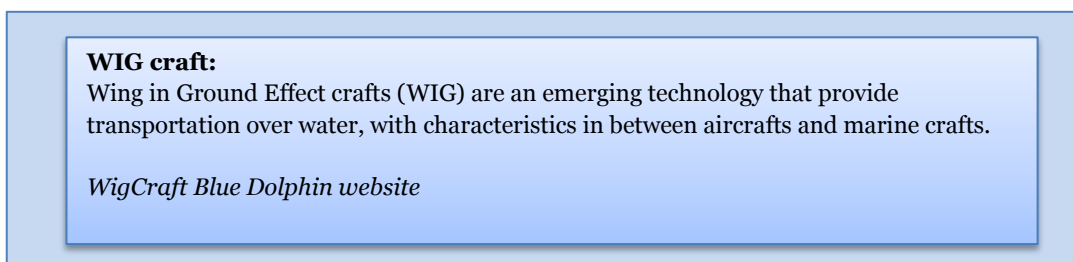


Figure 33: Towards a concept for WIG craft via description (WigCraft, 2012).

It is advised to use as much additional context information as possible to help narrow down any characteristics or functions of the object.

WIG craft:

The Wing-In-Ground Effect (WIG) Craft which flies over the sea surface in a very high speed (...) for commercial and military use since the top secret project KM became known to the western world as the Caspian Sea Monster.

Analysis of Two Configurations for a Commercial WIG Craft based on CFD

Figure 34: Towards a concept for WIG craft via context (Wing-In-Ground Effect, 2009).

Illustrations can be helpful to arrive at a more adequate concept description, although it is maybe more accurate to say, "a better interpretation of the object."



Figure 35: Towards a concept for WIG (Wing-In-Ground Effect) craft via illustrations.


The role of pictures in terminology management was addressed on the 7th EST Congress⁴³ in Germany in 2013 by its discussion panel "Panel 17". In relation to Translation Studies and Terminology, it found that in terminology research new theoretical and methodological descriptions of concepts and terms are leading to new developments in terminology management. Some of the questions posed were: "Pictures in terminology: are they more useful than definitions? Where do they come from and what do they really show? How can they be translated?" (Jüngst & Vaerenbergh, 2014). These are interesting issues for further research.

⁴³ EST: *European Society for Translation Studies*; the Congress was held in Germersheim, Germany from 29 August - 1 September 2013.

In SDL MultiTerm 2011, a desktop terminology management system, illustrations and symbols can be included in the database as additional concept information. As there is no adequate English equivalent of the Dutch term *loodsjol*, the Loodswezen termbase uses an illustration of the object. This type of information may prevent the use of friendly but false (i.e. confusing) translations solutions.

The screenshot displays the SDL MultiTerm 2011 interface. The window title is 'SDL MultiTerm - Loodswezen'. The menu bar includes 'Termbase', 'Edit', 'Search', 'Navigation', 'View', 'Tools', and 'Help'. The toolbar shows various icons for file operations and search. The interface is set to 'Dutch' and 'English' with a 'Full layout' view and a search magnification of '100'. The search term 'loodsjol' is entered in the search field.

The left sidebar shows a list of terms under 'Browse', with 'loodsjol' highlighted. The main area displays the entry for 'loodsjol' with the following details:

- Entry number 337**
- Created by: Ellick
- Created on: donderdag 15 mei 2014 9:07:34
- Modified by: Ellick
- Modified on: maandag 2 juni 2014 8:18:19
- Subject: BV Vloot
- Illustration: 

Dutch

Definition: Kleine zeewaardige open aluminium motorboot met waterjetaanrijving die vanaf een loodsvaartuig of loodskotter via een davitsysteem in en uit het water gehaald kan worden en dient voor het vervoer van loodsen van en naar de schepen. De **loodsjol** is kleiner dan de loodstender.

Source: <http://www.loodswezen.nl/nl/materieel/1583/>

Term loodsjol

Created by: Ellick

Created on: vrijdag 30 mei 2014 23:10:20

Modified by: Ellick

Modified on: vrijdag 30 mei 2014 23:10:20

Context: Een prachtige foto van een **loodsjol** (een klein jet-aangedreven loodsbootje) op weg naar loodsboot Polaris op het loodsstation bij Maasmond.

Source: <http://fotoguniek.nl/scheepvaart/schepen/loodsjol-containerschip-nordic-philip/>

Term jol

Created by: Ellick

Created on: donderdag 15 mei 2014 9:07:34

Modified by: Ellick

Modified on: donderdag 15 mei 2014 9:07:34

English

Term fast launch

Created by: Ellick

Created on: donderdag 15 mei 2014 9:07:34

Modified by: Ellick

Modified on: vrijdag 30 mei 2014 23:10:20

Context: Fast launch to POLARIS coming to pick up the pilot at Maascenter pilot station

Source: <https://twitter.com/pilotbroers/status/336077470384128000>

Term fast launch craft

Created by: Ellick

Created on: vrijdag 30 mei 2014 23:10:20

Modified by: Ellick

Modified on: vrijdag 30 mei 2014 23:42:28

Type: Full form

Context: The SPC(H) type davit system is designed for launch and recovery of a fully manned Pilot FLC (Fast Launch Craft).

Source: DET NORSKE VERITAS. Report for Netherlands Loodswezen B.V. Pilot Station Vessel. Report no/DNV Reg No.: / 129T205-28 Rev 3, 2013-04-17

Term FLC

Created by: Ellick

Created on: vrijdag 30 mei 2014 23:42:28

Figure 36: Illustration for *loodsjol* included in the terminology database MultiTerm 2011

4.5 How terminology deals with synonymy and homonymy

Modern terminological theory accepts synonymy and variants of terms and rejects the narrowly prescriptive attitude of one concept - one term (Sager, 1990, p. 58).

With regard to synonyms, technical standards and government regulations may use slightly different definitions (as for *vessel* in figure 32) than those generally used in the corresponding subject field. It is advised to include official definitions alongside other definitions but always with a clear indication to which restricted field (or official regulation) they belong. In terminology, the proper use of domain, concept structure and concept are vitally important especially when handling synonyms or homonyms. The definitions in figure 32 include the use of the full synonyms *vessel* and *ship*. Atkins & Rundell have a fundamental objection to defining by synonymy, because "no two words are exactly alike, [it] is only really acceptable when ... [they]... are semantically identical" (2008, p. 421). COTSOES (2003)⁴⁴ recommends putting synonyms in the same field in the term record, so the user can compare the various terms for a specific concept. Cabré (1999, p. 38) suggests "When several different designations exist for a single concept, either one is chosen and all the others are discarded, or more than one is accepted, but one form is given priority over the others." A priority status must be indicated in separate fields in the termbase. Synonyms which do not designate identical concepts are called near-synonyms and have to be entered into a separate record. Homonyms are less problematic than synonyms. Homonyms have the same written form but are of different meaning and origin and will be placed in different domains and entries. The word *vessel* in the maritime domain (*ship*) is a homonym of the vessels in human anatomy (*blood vessel*) and plant anatomy (*trachea*). In lexicography homonymy is gradually being abandoned as an organizing principle: access to an item is through its orthographic form, homonymy is ignored (Atkins & Rundell, 2008).

⁴⁴ COTSOES is Conference of Translation Services of European States.

4.6 Terminology management systems

Terminology management is the term used for a systematic treatment of terminology and includes terminology work and the use of a terminology management system (TMS). A TMS is a flexible computer tool that can be customized to the demands of a particular terminology project.

A TMS should comply with a number of requirements. It should be user-friendly and transparent; it should have a reliable way of keeping terminology collections up-to-date; its databases should be flexible and easy to create, easy to consult, easy to manage, and easy to correct and/or amend. The system must be able to work as a stand-alone unit but also enable information sharing with other TMS units and CAT tools. Interoperability between the various tools and databases therefore has become an important item. ISO has actively promoted standards for data interchange and the industry has developed formats such as XML (eXtensive Markup Language), TMX (Translation Memory eXchange), TBX (Term Base eXchange) and XLIFF (Localisation Interchange File Format) to facilitate the sharing of data between different software applications (Quah, 2006, pp. 119-1128). Data sharing between MultiTerm and other systems is not always possible due to differing formats.

A TMS usually consists of an interface and a termbase. Information is stored in a termbase according to a pre-arranged structure defined by its creator. MultiTerm uses three hierarchical levels of information. The first level is the Entry level which applies to all languages; the second level is the Index level and applies to one language only; the third level is the Term level and refers to specific terms in one language. MultiTerm has a Termbase Wizard to help create new termbases. The main task in the wizard is the specification of a termbase definition, i.e. the structures or fields to which entries should conform. The fields can be managed by

the termbank creator according to the purpose of the termbank. A typical termbase entry may consist of the information given in figure 37.

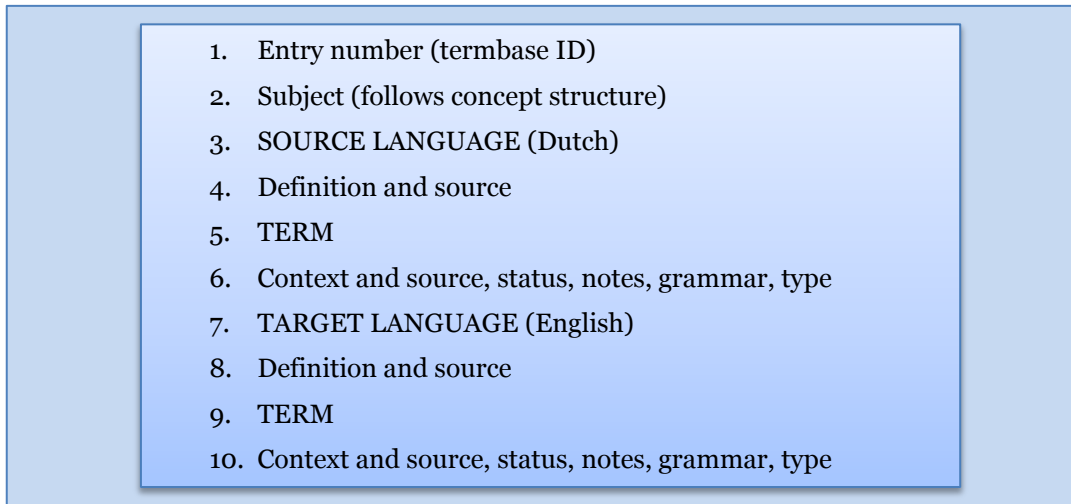


Figure 37: MultiTerm 2011 termbase wizard has assigned fields for the Loodswezen termbase

The LISA⁴⁵ Terminology Management Survey, carried out among terminology users in the localisation industry, found that the most important types of terminological information recorded were definition and context including their source data (LISA, 2005).

The date of creation may be included; it may be an item by which others can assess the reliability of a record. Below is an example of extra information (context, note, source and status) that can be stored in MultiTerm (here the PEC 2014 termbase, open on the entry *hinderlijke waterbeweging*).

⁴⁵ LISA is Localization Industry Standards Association.

The screenshot displays the SDL MultiTerm software interface. The main window shows the entry for the term "hinderlijke waterbeweging" in the Dutch-English termbase. The interface includes a menu bar (Termbase, Edit, Search, Navigation, View, Tools, Help), a toolbar, and a main content area. The left sidebar shows a list of terms, including "Port of Rotterdam" and "hinderlijke waterbeweging". The main content area displays the following information:

- Entry number:** 604
- Subject:** Sea and Inland Shipping
- Illustration:** A red square with a diagonal line through it, indicating a prohibition.
- Notes:** BPR Bord A.9: Verboden **hinderlijke** waterbeweging te veroorzaken.
- Illustration:** A ship on the water with a red light on its mast.
- Notes:** BPR artikel 3.29: Bijkomende tekens bescherming **hinderlijke** waterbeweging.
- Dutch:**
 - Definition:** Door boeggolf, hekgolf, schroefwater, turbulentie of zuiging veroorzaakt door passerende schepen veroorzaakte hinder in het water, of aan de oever van het vaarwater, waardoor andere schepen, werktuigen, gebruikers van het vaarwater of van de oever gevaar of hinder ondervinden of schade oplopen.
 - Source:** Artikel 6.20 **hinderlijke** waterbeweging (BPR 2012)
 - Context:** Een schip moet zijn snelheid zodanig regelen, dat **hinderlijke** waterbeweging waardoor schade aan een varend of een stilliggend schip of drijvend voorwerp of aan een werk zou kunnen worden veroorzaakt wordt vermeden. Het moet daartoe tijdig zijn snelheid verminderen, echter niet beneden de snelheid die nodig is voor veilig sturen. Het verbod op het veroorzaken van **hinderlijke** waterbeweging is van kracht op plaatsen omschreven in de vaarreglementen en op plaatsen waar het voorgeschreven rood boven wit bord of een rood licht boven een wit licht getoond wordt. Artikel 6.20 **hinderlijke** waterbeweging (BPR 2004)
- English:**
 - Source:** Article 3.29 and 6.20 Wash (CEVNI - European Code for Inland Waterways 4th edition 2009)
 - Definition:** Wash are ship-generated waves that can be responsible for nuisance or damage to moored vessels or to other ships using the same waterway and can also cause erosion of waterway banks or beaches.
 - Source:** MARIN (Maritime Research Institute Netherlands) Report 65 Raven & Valkhof (1998, p. 18-19)
 - excessive wash or suction**
 - Context:** Vessels shall regulate their speed to avoid creating excessive wash or suction likely to cause damage to stationary or moving vessels or structures. In particular, they shall reduce speed in good time, but not to below the speed required to steer safely. Article 6.20 Wash (CEVNI - European Code for Inland Waterways 4th edition 2009)
 - Context:** Vessels, assemblies of floating material and floating establishments under way or stationary [...] requiring protection against wash caused by the passage of other vessels or assemblies of floating material may, without prejudice to the marking applicable to them under the provisions of the other articles of this chapter, display: (...). Article 3.29 Additional markings for protection against wash (CEVNI - European Code for Inland Waterways 4th edition 2009)

The interface also shows a "Sutherland Translation and Language 2014" footer and a "Sluiten" button at the bottom left.

Figure 38: An example of additional information added to the term *hinderlijke waterbeweging* in the PEC 2014 termbase of SDL Multi Term 2011.

4.7 The use of terminologies and glossaries

The best and most reliable sources of information on the terminology of specific domains are official terminology banks. Official terminology organisations, such as NedTerm⁴⁶, IATE⁴⁷ and many others, produce lists of reliable term collections and glossaries. Terminological information can also be obtained from professional

⁴⁶ The Dutch Language Union's centre for terminology.

⁴⁷ IATE: the EU's multilingual termbase.

organizations, experts, and specialist literature; a specialized corpus, if available, would be ideal for term research. General dictionaries are not reliable as a terminology source because they seldom contain any jargon and when they do the results are unreliable. By definition, paper dictionaries, also specialist ones, do not contain the latest information and although specialist alphabetical or thematic dictionaries are reliable they could be out-of-date. The information in many unofficial terminological references, often in the form of glossaries or bilingual lists, is not verifiable and should be used with caution. Electronic glossaries in that respect have the best potential as they will probably be up-to-date; the only disadvantage is that their information cannot be verified.

4.8 The use of term extraction

Bowker & Pearson (2002) describe how a corpus can be used for building glossaries. Term extraction tools can be used to sift out terms from LSP texts. There are monolingual tools and bilingual tools that work with aligned bilingual LSP corpora. Extraction tools identify single-word term candidates on the basis of frequency of occurrence. The idea is that if a term is important in the domain it will appear often in the corpus. Multi-word term candidates are identified on the basis of linguistic patterns such as noun-noun or adjective-noun combinations, or on the basis on statistical patterns of series of lexical items. Machine-processed extractions, however, are not faultless and will contain general language words not needed in a term list while actual terms may be overlooked by the programme. Extraction results will always need verifying by terminologists.

4.7 Research and methods for terminology

The *Pavel Terminology Tutorial*, written by the Government of Canada's Translation Bureau and available on its website presents the basic principles of terminology research (Pavel Tutorial, 2011). The tutorial builds on the Handbook of

Terminology written by Pavel & Nolet in 2001. The Dutch Language Union and NedTerm have published a Dutch translation on the Canadian website. With regard to terminology work, Cabré (1999) distinguishes between monolingual and multilingual terminology research. She also distinguishes between systematic research, covering an entire domain or subdomain, and ad-hoc research, which is usually restricted to a single term. The important advantage of the systematic approach is that it involves conceptual structuring of the domain or subdomain by which "gaps" in terminology will be avoided; the disadvantage of this method is that it is very time-consuming. Ad-hoc terminology research is normal practice for translators and is usually carried out to solve specific or isolated terminology problems. For terminology work Bowker & Pearson prefer a descriptive, text-based approach. NedTerm advises on a practical and descriptive approach in five steps and points out that an ad hoc method carried out in a structured way for a specific domain can also be called a systematic research. The five steps are the following (NedTerm terminologiecursus, 2014):

1. First the ST and SL term have to be analysed, then the SL term definition must be determined.
2. The next step is to find a candidate term in the TL. If this search has no outcome, creation of a new TL term may be an option.
3. The TL term must be verified using descriptions available in the TL.
4. Descriptions of the SL term must be compared with descriptions of the TL term for equivalence; there may also be synonyms.
5. The relation of the TL term with other terms or linguistic elements must be checked.

5A. The termbase of Havenbedrijf Rotterdam

The Port of Rotterdam Authority is responsible for the port and the industrial complex as well as for the handling of shipping and the offshore approaches. The concept structure of the organization used in the termbase is based on the sitemap of the Port of Rotterdam's website given below.

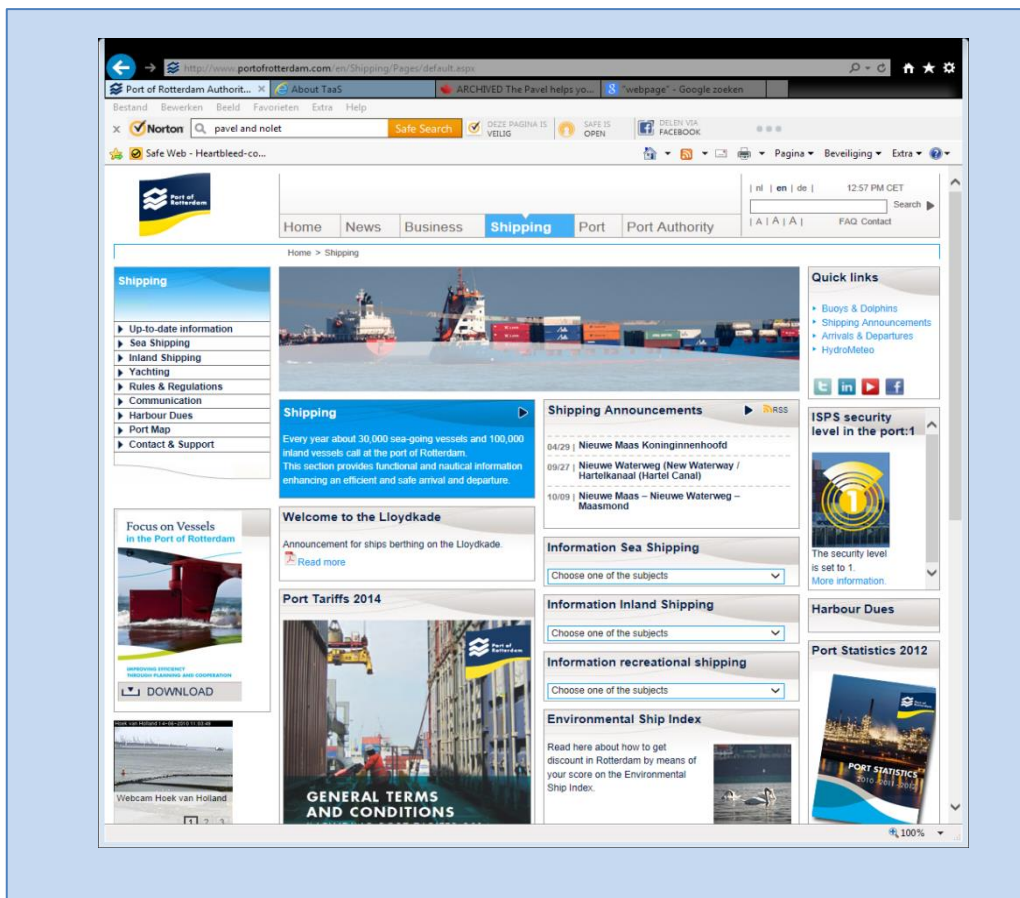


Figure 40: The page *Shipping* (blue header) next to the headers of the other main pages of the Port of Rotterdam's website (Port of Rotterdam - Shipping, 2014).

Since the site map is very detailed, only part of it is copied in the concept structure (see figure 41 below). Concepts and terms from the glossary are placed in the appropriate subject and definition fields, annotations are placed in fields for notes, context, status, and source.

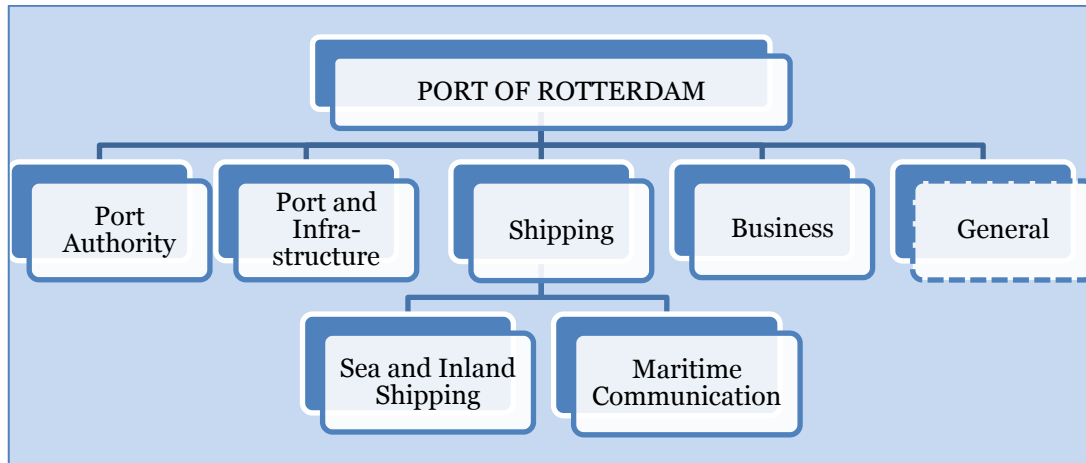


Figure 41: Concept structure for Port of Rotterdam's maritime termbase.

With the aim of standardization, the Corporate Communications department of the Port of Rotterdam has created a bilingual maritime glossary in Excel containing 601 terms in various forms. The glossary is located on the organization's intranet, but the exact location is hard to find. Consequently, employees will often use or invent their own terms. This is a big disadvantage of the present system. The user group consists of experts and lay people from various departments in the organization. To enable standardization, terminological information must be clear and easy to understand and terms must be presented in context to show how they are used.

Analysis of the glossary shows that all the terms belong to the maritime domain. About 30% have notes on pragmatic use, cross-references and source information. The benefit of a TMS is that these kinds of extra information can be presented in a much more organized way, using separate fields for definition, context, notes, type and status. A proper TMS layout adds to user-friendliness and enables information to be presented accurately and, where necessary, with the help of illustrations. Further analysis of the glossary shows that some terms are outdated, e.g. several Dutch Ministries or governmental organizations no longer exist or have taken on different names. Other terms are imprecise, unnecessarily stated in plural or written

with a capital. This illustrates a second benefit of a TMS, namely that it records the dates of term creation or modification and this can alert users that entries may contain old and possibly incorrect data. A third benefit of a TMS is that the source information is presented with the term and can be used to check the entry.

	term category	%	Dutch term (glossary)	English term and notes (glossary)	MultiTerm Appendix A
1	normal terms	39	olievervuiling	oil pollution	A 1 (p. 71)
2	plural forms	32	aansluitingen koelcontainers	reefer points (eventueel ook reeferconnections of reefer plug). reefer stack - het stukje van de terminal waar ze staan reefer rack - als er veel op een klein oppervlakte moeten staan, worden ze gestapeld in een soort rek/stellage waar ook monteurs over kunnen lopen	A 2-5 (pp. 72-75)
3	synonyms	8	duwboot	pushing barge, pusher	A 6 (p. 76)
			duweenheden	push-units, push-barges, push-lighters	A 7 (p. 77)
			duwschepen	barge, pusher tug	A 6 (p. 76)
			vaargeul	fairway, navigation channel	A 8 (p. 78)
4	proper names	5	Inspectie Verkeer en Waterstaat	Transport and Water Management Inspectorate Netherlands	A 9-10 (pp. 79-80)
			Kanaaltunnel	Channel Tunnel	A 11 (p. 81)
			Ministerie van Verkeer & Waterstaat	Ministry of Transport, Public Works and Water Management (V&W)	A 12-13 (pp. 82-83)
			Raad Voor De Transportveiligheid	Dutch Transport Safety Board	A 14-15 (pp. 84-85)
5	abbreviations	5	ADN (vervoer gevaarlijke stoffen met de binnenvaart)	ADN (agreement concerning carriage of dangerous goods by inland waterways)	A 16 (p. 86)
			ECT	ECT	A 17 (p. 87)
			kmr (kilometerraai)	kilometer marker	A 18 (p. 88)
6	multi-word terms	5	bedieningstijden bruggen en sluisen	operating hours for bridges and locks	A 19 (p. 89)
			bedienpost Rozenburgse Sluis	the Rozenburgse Sluis's control room	A 20 (p. 90)
7	geographical names	3	Eurogeul	Eurogeul	A 21 (p. 91)
			Spotterstrand	Spotting beach	A 22 (p. 92)
8	terms with a capital	1	Walpersen	Shore pumping	A 23 (p. 93)
9	English terms	2	automatically guided vehicles (agvis)	automatically guided vehicles	A 24 (p. 94)
			flatracks	flatracks	A 25 (p. 95)

Figure 39: Term categories and examples from the bilingual Excel glossary of the Port of Rotterdam.

A final analysis of the glossary shows that the terms can be divided into approximately nine categories of which some exemplary cases have been given in figure 39 above. Nearly 40% of the glossary's terms are "normal" terms, i.e. they are written as singular forms in lower case; another 30% are unnecessarily written as plural forms; the remainder consists of multi-word terms, proper names, geographical names, abbreviations and synonyms. Especially for these last three groups, a TMS offers better ways of presenting information.

In figure 39 above the twenty-five glossary terms are entered into a TMS, here MultiTerm 2011. These terms serve as examples for the way terminological entries from written texts can be organized record. The last Port of Rotterdam termbase entry (A26 on p. 96), namely *aanpassen van ebbe*, serves as an example of spoken maritime language in the Port of Rotterdam.

Terms from the bilingual Excel glossary may be entered one by one in the MultiTerm or the memoQ termbase, but this will take quite some time. There is a faster way in which the complete glossary can be imported into the termbase in one go. To do that, the glossary's Excel format must be converted into a termbase-readable file type. For simple MultiTerm termbases this can be done via the Glossary Converter. For more complicated termbases Multi Term Convert must be used which can handle multiple languages, entry levels, index levels, term levels and descriptive fields. After the data have been imported into the termbase, they can be assigned to their subject fields and then each entry has to be updated and the necessary fields have to be filled in. Examples are given in Appendix A1 - A26.

5A.a. Business Translation Services and the Rotterdam termbase

Business Translation Services (BTS), one of the first translation services in the Netherlands to be awarded double certification (ISO 9001⁴⁸ and NEN-EN 15038⁴⁹), has worked for the Port of Rotterdam for years. It provides, among other things, translations of texts for the English website, mailings, leaflets and the annual report. BTS uses the bilingual maritime glossary of the Port of Rotterdam in its original Excel format, but has also imported the glossary into its memoQ CAT tool; the glossary then serves as an additional electronic word list. Although BTS periodically consults the Corporate Communications department of the Port of Rotterdam about the status of the maritime terms in the glossary, it does not carry out systematic terminology management. Due to the fact that the glossary and/or the memoQ word list are not always available for its freelance translators, standardization cannot always be sufficiently guaranteed. BTS recognizes that the use of a TMS connected to its CAT tool, for instance the memoQ terminology tool, would greatly help term standardization, an issue that has become increasingly important for BTS. BTS especially admires the possibility of incorporating pictures and other additional data, such as source and context information, and the use of a term status indicator.

⁴⁸ ISO 9001 is the international standard for quality management systems.

⁴⁹ NEN-EN 15038 is a European quality standard for translation services and aims to improve the transparency of the translation process.

5B. The termbase of Nederlands Loodswezen

The Dutch maritime pilots are responsible for the pilotage of ships to and from the Dutch ports and co-responsible for those to the Flemish ports on the River Scheldt⁵⁰. They are members of the Nederlandse Loodsencorporatie, their professional organization, and shareholders of Nederlands Loodswezen B.V., the private limited liability company that provides facilities services to the pilots. The main activity of Nederlands Loodswezen B.V. is the transportation of pilots to and from the ships.

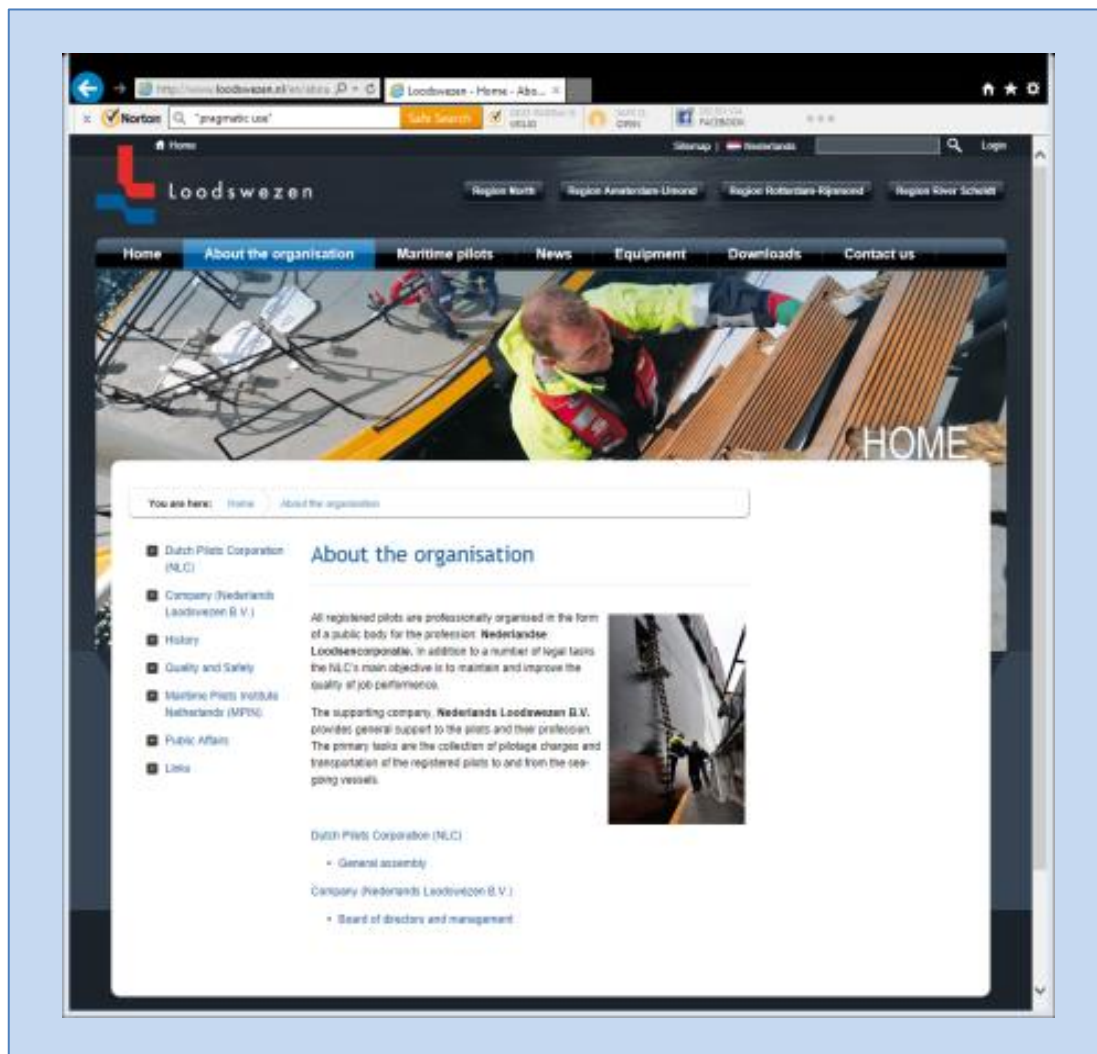


Figure 42: The page *About the organisation* of the Loodswezen website (Loodswezen, 2014).

⁵⁰ According to the Treaty between the Kingdom of Belgium, the Flemish Region and the Kingdom of the Netherlands (Scheldt Regulations) signed in 1995.

In the past decade, a number of ad hoc translations, carried out by a succession of at least eight translators, have created the English pages of the Loodswezen website. A bilingual glossary has not been created and, as a consequence, terms have not been standardized. The website is now being modernized and with new content being written, standardization has become an important issue. In addition, Loodswezen wishes to have its "problematic" terms, for which no reliable equivalent is yet available, documented, translated and managed. Users of the Dutch Loodswezen website are its Dutch customers (shipping companies, shipping agencies), the ports, nautical colleges, local, national and European politicians, the press, people working with Loodswezen, Dutch, European and international maritime pilots, and the maritime world in general. The English website will be completed at a later stage; it will mainly be directed at the organization's foreign customers.

Existing terms have to be standardized and managed. New and existing terms and their concepts have to be researched and a concept structure has to be created .

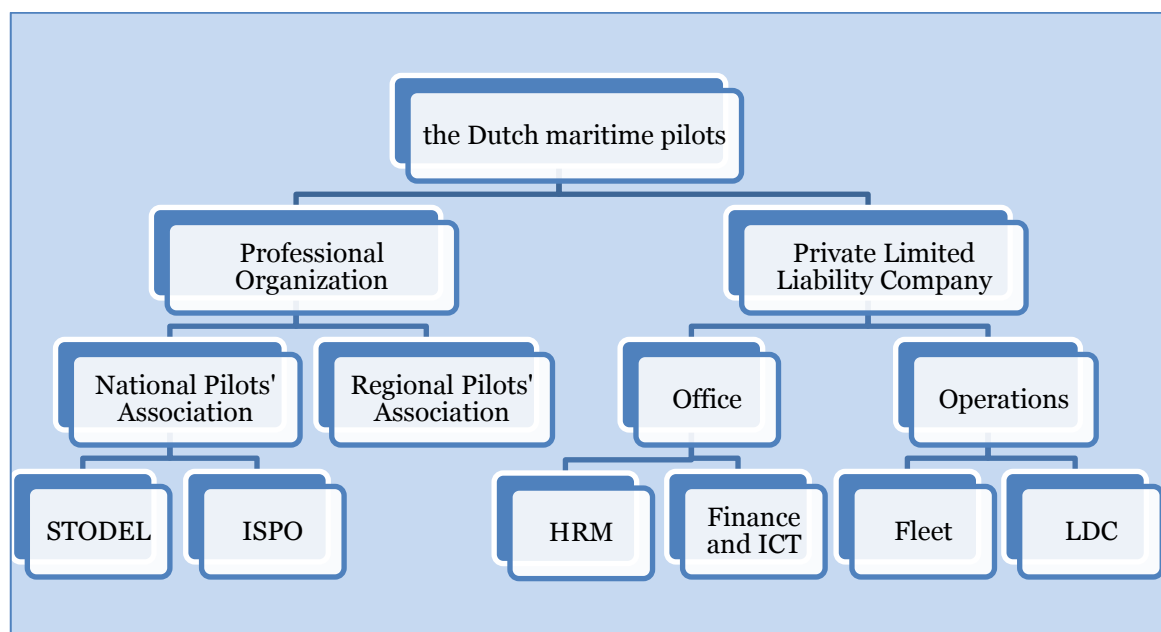


Figure 43: Concept structure for Loodswezen's maritime termbase (Loodswezen, 2014).

The concept structure has to be assigned to a termbase and, finally, the terms have to be loaded.

The concept structure for Loodswezen is based on its organizational structure.

Concepts, terms and translation equivalents required by Loodswezen are entered into the termbase according to pre-designed fields for subjects, definitions, notes, context, and source information. Examples are given in Appendix B1 - B8.

Conclusion

Maritime English consist of a collection of related Languages for Special Purpose (LSP). The part of Maritime English known as Standard Marine Communication Phrases (SMCP) is a Controlled Language. Linguistic measures, aimed at creating uniform, unambiguous communication, have led to specific syntactic features such as a concise, precise and sometimes simplified syntax and grammar and a formal and impersonal style. There is a preference for the use of nouns and nominal groups, but their semantic and pragmatic features often differ from those in general language. Although Maritime English is the dominant language, these aspects also apply to Dutch maritime language. To describe maritime LSP more accurately, two things are needed: first, more corpus-based (descriptive) research into their linguistic features; and second, more research into spoken maritime LSP, especially where SMCP is mixed with non-standard or non-controlled variants.

Terminological theory can be of assistance in setting up a Terminology Management System for maritime organizations. The aims are reliability, precision, standardization and user-friendliness. The case study uses ideas from the classical theory with regard to concept structure, precise concept/term definitions, source information and standardization, but it follows modern terminological theory with its acceptance of synonymy and polysemy. Synonyms are listed under the same entry and serve to illustrate slightly different perspectives of a concept; this can add to a more nuanced communication. The case study uses modern theory in a practical, descriptive approach of terminology in which the term context and the possibility of added non-linguistic information in the form of pictures is very important. If, apart from the aspects mentioned above, the TMS and its database are easy accessible, easy to create and easy to operate and, in addition, has a standardized database exchange format, it will certainly be a better tool than a bilingual glossary.

Recommendation:

With regard to text-based maritime terminology used by the Port of Rotterdam, Business Translation Services and Nederlands Loodswezen, the emphasis of terminology management must lie on standardization rather than on description. The use of standardized or preferred terms has to be promoted by their corporate communications departments and managements. Standardization will be greatly helped by an accessible, user-friendly TMS enabling in-company users, authors and translators to consult up-to-date specialist maritime terminology presented within a context and, where possible, assisted by visual information.

To arrive at a consistent corporate terminology, Port of Rotterdam, Business Translation Services and Nederlands Loodswezen are advised to set up a well-structured TMS and to assign a person, for example a terminologist, who will be responsible for terminology work, terminology management and maintenance of the system; the organizations are also advised to create a consultative structure or guideline via which users, terminologist, corporate communications department and management can propose, advise and decide on the organization's terminology.

Appendices: examples of terminological entries in a TMS

There are two appendices. Appendix A presents 26 examples in the form of printouts of terminological entries from the Havenbedrijf Rotterdam termbase into which terms from the glossary are imported, improved, updated and completed with more precise information and/or pictures. Appendix B consists of 8 examples from the Nederlands Loodswezen termbase with terms from its website texts, completed with more precise information and/or pictures. These examples illustrate how a TMS (here MultiTerm 2011) can be used to store Dutch-English maritime terminology using working principles from the theory of terminology.

Appendix A

(1)

Printscreen of *olievervuiling*. Port of Rotterdam termbase; entry number 381; subject General, Sea and Inland Shipping, Port and Infrastructure, Port Authority.

The screenshot displays the SDL MultiTerm software interface for the Port of Rotterdam termbase. The window title is "SDL MultiTerm - Port of Rotterdam". The interface includes a menu bar (Termbase, Edit, Search, Navigation, View, Tools, Help), a toolbar, and a search bar with the following settings: Dutch (source language), English (target language), Flags layout, and a search filter of "olie".

The main content area shows the entry for "olievervuiling" (entry number 381) with the subject "General, Sea and Inland Shipping, Port and Infrastructure, Port Authority". The entry details are as follows:

- Dutch:**
 - Definition: Sterke verontreiniging van het milieu, de lucht, etc. met **olie**.
 - Source: Van Dale 2013
 - olievervuiling**
 - Context: De gegevens wijzen op een afname van de chronische **olie**vervuiling op de Noordzee, waarbij vooral de kustwateren en de Waddenzee geprofiteerd hebben van intensieve controles.
 - Source: <http://www.compendiumvoordeleefomgeving.nl/indicatoren/nl1254-Zeevogels-en-olieverontreiniging.html?i=4-32>
- English:**
 - Definition: Contamination of the environment, the atmosphere, etc. with oil.
 - Source: Shorter Oxford English Dictionary 2006
 - oil pollution**
 - Context: While oil pollution in the North Sea has decreased, it must be noted that even a single oil discharge in the future can have dramatic consequences.
 - Source: http://www.noordzeeloket.nl/images/engelse%20vertaling%20ishd%20rapport_2889.pdf

At the bottom of the main content area, the text "Sutherland Translation and Language 2014" is visible. The left sidebar shows a list of terms, with "olievervuiling" selected. The bottom of the interface includes a "Sluiten" button and a "Terms" section.

Appendix A (2)

Printscreen of *aansluiting koelcontainer*. Port of Rotterdam termbase; entry number 614; subject Port and Infrastructure.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Flags layout 100

aan (No filter)

Terms

Browse

- aanbesteding
- aanbiedingsbrief
- aanleg van Maasvlakte 2
- aanpassen van ebbe
- aanpassing
- aansluiting koelcontainer**
- aansluitpunt koelcontainer
- aardgas
- aardgasproduct
- aardolie
- aardolie-industrie
- aardolieprodukt
- achteranker
- achterlandverbinding
- Achtste Petroleumhaven;
- actie
- activiteitenstrand
- ADN (Europees Verdrag inzake he
- ADNR (vervoer gevaarlijke stoffen
- ADR (vervoer gevaarlijke stoffen o
- adviesdiensten
- af rondingsverschillen mogelijk
- agribulk
- agrificatie
- AGV
- allergrootste schepen
- alternatieve energie
- alternatieve energie
- aluminium
- ankerplaats
- arbeidsinspectie
- arbeidsomstandigheden
- arbeidsvoorwaarden
- arbitrage (juridisch)
- auto-afzetplaats
- automatically guided vehicles (agv
- Automatisch Geleid Voertuig
- Automatisch Gestuurd Voertuig
- automobielandustrie
- autopton
- badstrand
- baggerspecie
- Baltische Zee
- basculebrug
- bederfelijke goederen
- Bedieningsruimte Rozenburgseslu
- bedieningstijden bruggen en sluis
- bedienpost Rozenburgsesluis
- bedrijfsinformatie
- bedrijventerrein
- beheer
- bekendmaking aan de scheepvz

Browse Hitlist Termbases

Terms


Catalog

Sluiten

ADNR (vervoer gevaarlijke stoffen ove... : Port... aansluitpunt koelcontainer : Port of Rotterdam

Entry number: 614

Illustration:



Subject: Port and Infrastructure

Dutch

Definition: Aansluitpunt aan boord van het schip of aan de wal waar een koelcontainer kan worden aangesloten op het elektriciteitsnet (meestal 400 Volt wisselstroom). Zie ook: aansluiting koelcontainer.

Definition: http://en.wikipedia.org/wiki/Reefer_ship

aansluitpunt koelcontainer

Context: De terminal beschikt over aansluitpunten voor reefercontainers.

Notes: Synoniem: aansluiting koelcontainer

Source: <http://www.terhaakgroup.com/wps/wcm/connect/thg/usa-nl/Amsterdam+Terminals/Dmuiden+Container+Terminal+CSY+HARINGHAVEN>

aansluiting koelcontainer

Context: De containerterminals in de Rotterdamse haven beschikken samen over 12.000 aansluitingen voor koelcontainers.

Source: <http://www.portofrotterdam.com/nl/actueel/pers-en-nieuwsberichten/Pages/rotterdam-koel.aspx>

English

Definition: Electrical outlet connected to the power supply unit (typically 440 VAC) on the ship or on the terminal into which a reefer container can be plugged. See also: reefer connection.

Source: http://en.wikipedia.org/wiki/Reefer_ship

reefer point

Context: System monitored reefer points for controlling cargo temperature; Total of 378 reefer points.

Notes: near-synonym: reefer outlet, reefer connection

Source: http://www.dpworld.hk/en_csxhk_prodserv-conterm02.html

reefer connection

Context: Rotterdam is the harbour with the most reefer connections. The container terminals in the harbour in Rotterdam have together more than 12,000 connections for reefer containers.

Source: <http://www.freshplaza.com/article/92886/Rotterdam-harbour-with-most-reefer-connections;>

Sutherland Translation and Language 2014

Appendix A (3)

Printscreen of *reefer plug*. Port of Rotterdam termbase; entry number 608; subject Port and Infrastructure.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)


Dutch English Flags layout 100

container (No filter)

Terms

ADNR (vervoer gevaarlijke stoffen ove... : Port... containerstekker : Port of Rotterdam

Entry number: 608
Subject: Port and Infrastructure
Illustration:



Dutch

containerstekker

Context: Containerstekker twist: speciaal voor de offshore en de industrie en met name voor koelcontainers.

Context: De koeleenheid op de juiste temperatuur instellen en de stekker inpluggen.

Source: <http://www.zeecontainer.nu/coantainer-stekkers-twist.php>

Source: <http://nl.wikipedia.org/wiki/Reefer>

English

reefer plug

Context: Reefer Plugs, Connectors & Accessories. ESL's complete line of refrigerated container plugs and connectors are designed to withstand wet marine environments and ensure a watertight seal.

Source: <http://eslpwr.com/reefer-plug-connector.htm>

Sutherland Translation and Language 2014

Sluiten

Appendix A (4)

Printscreen of *reefer stack*. Port of Rotterdam termbase; entry number 618; subject Port and Infrastructure.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Flags layout 100

stack (No filter)


Terms

Hitlist

- Port of Rotterdam
- container stack
- reefer rack
- reefer stack
- stapelaar

Europe Container Terminals : Port of Rotterdam evenement : Port of Rotterdam reefer stack : Port of Rotterdam onderdoorvaartoper

Entry number: 618
Subject: Port and Infrastructure
Illustration:



Dutch

Definition: Het deel van een containerterminal dat gebruikt wordt voor de tijdelijke opslag van (vooral gestapelde) koelcontainers.

Source: <http://www.werkenbijcofely.nl/project/europe-container-terminals/>

reefer stack

Context: Wij hebben een reeferstack; zowel in stack als buiten stack zijn er aansluitingen voor koel- en vriescontainers (<http://www.ctu.nl/nl/dienstverlening/op-en-overslag>)

Context: Robotwagens zorgen voor het vervoer van de containers tussen het schip en de stack (het terrein voor de tijdelijke opslag van containers (<http://www.werkenbijcofely.nl/project/europe-container-terminals/>))

Notes: Zie ook: aansluiting/aansluitpunt koelcontainer. Zie ook: reefer rack.

English

Definition: That part of a container terminal where reefer containers are stacked for storage; these stores are known as container stacks.

Source: http://en.wikipedia.org/wiki/Container_terminal

reefer stack

Context: The reefer stacking area at the Port of New York and New Jersey, which has 990 reefer slots. Power outlets (poles) are provided for each row and up to 4 stacked reefers can be plugged (http://people.hofstra.edu/geotrans/eng/ch4en/conc4en/reefer_maher_NY.html)

Notes: Compare: reefer point, reefer connection, reefer outlet. Compare: reefer rack.

Sluiten

Appendix A (5)

Printscreen of *reefer rack*. Port of Rotterdam termbase; entry number 627; subject Port and Infrastructure.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Full layout 100

stack (No filter)

Terms

Browse

- platen (dikke platen)
- platen (dunne platen)
- platen (zeer dunne platen komt in politie)
- President-directeur (CEO)
- privatisering
- privatisering (van het GHR)
- programma van eisen
- Project Mainportontwikkeling Rotte
- Project Onderzoek Rijn
- Projectorganisatie (Maasvlakte 2)
- Raad Voor De Transportveiligheid
- raffinage industrie
- rail expediteur
- railgoederenvervoerders (spoorver
- railoperators
- Rail Service Centra
- railtransport
- railtransportmiddelen
- reachtrucks
- recycling
- reddingsdienst
- reddingsdiensten
- rederij
- rederijen
- reefer aansluiting
- reefer rack**
- reefer stack
- regionale economie
- regionale economieën
- remmingwerken
- RID: het reglement betreffende het
- Rijksdienst voor de Keuring van Ve
- Rijnvaart Politie Reglement (RPR)
- roeiers
- rollen (staal)
- rondvaart
- ro/ro
- ro/ro lading
- ro/ro-schip
- Rotterdam Port Authority (RPA)
- Rotterdam Representatives
- Rotterdams havengebied
- routeringsdienst
- ruimtelijke ordening
- rustgebied voor vogels
- RVV
- schade-expert (ivm scheepvaart)
- scheepsafval
- scheepsbewegingen (ivm statistiek)
- scheepsbouwindustrie
- scheepshelling

Browse Hitlist Termbases

Terms


Catalog

Sluiten

Europe Container Terminals : Port of Rotterdam evenement : Port of Rotterdam reefer rack : Port of Rotterdam onderdoorvaartopeni

Entry number 627
 Created by: Ellick
 Created on: vrijdag 30 mei 2014 20:26:59
 Modified by: Ellick
 Modified on: vrijdag 30 mei 2014 20:38:43
 Subject Port and Infrastructure

Illustration



Dutch
 Definition Een reefer rack bestaat uit meerdere verdiepingen van roostervloeren die bereikbaar zijn door twee trappen aan weerszijden van de rack. Een reefer rack zorgt ervoor dat de koelcontainers van stroom voorzien kunnen worden.
 Source: <http://www.voortmanstaalbouw.nl/nl/vmedia/nieuws?start=15>
 Source: http://www.gmb.eu/images1/gmb/data/pdf/GMB-30449_OpKoers_sept_web.pdf

Term reefer rack
 Created by: Ellick
 Created on: vrijdag 30 mei 2014 20:26:59
 Modified by: Ellick
 Modified on: vrijdag 30 mei 2014 20:26:59
 Notes Reefer rack - als er veel op een klein oppervlakte moeten staan, worden ze gestapeld in een soort rek/stellage waar ook monteurs over kunnen lopen (Havenbedrijf Rotterdam).

English
 Definition Reefers may be **stacked** in reefer racks, thus sharing electrical infrastructure and requiring less land space. A reefer rack structure is typically six or seven containers wide.
 Source: <http://www.epri.com/abstracts/Pages/ProductAbstract.aspx?ProductId=000000000001019926>

Term reefer rack
 Created by: Ellick
 Created on: vrijdag 30 mei 2014 20:26:59
 Modified by: Ellick
 Modified on: vrijdag 30 mei 2014 20:26:59

Sutherland Translation and Language 2014

Appendix A (6)

Printscreen of *duwboot/duwschip*. Port of Rotterdam termbase; entry number 165; subject Sea and Inland Shipping.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Flags layout 100

plug (No filter)


Terms

Hitlist

- Port of Rotterdam
- duwbak
- duwboot
- duwcombinatie
- duweenheid
- duwkonvooi
- duwschip
- duwstel
- duwvaart

ADNR (vervoer gevaarlijke stoffen ove... : Port... duwboot : Port of Rotterdam duwboot : Port of Rotterdam

Entry number: 646
Subject: Sea and Inland Shipping
Illustration:



Dutch

Definition: **Duwboot** is een motorschip dat deel uitmaakt van een **duwstel** en daarbij dient voor het voortbewegen en het sturen van **duwbak**ken of andersoortige schepen en dat daartoe is gebouwd of ingericht.

Source: BPR 2012, artikel 1.01 A.9

duwboot

Context: Nu vaststaat dat de schipper van de **duwboot** als enige schuld heeft aan de aanvaring, en de **duwbak** feitelijk een eenheid vormde met de Barentssee omdat de **duwbak** niet zelfstandig kan manoeuvreren.

Source: http://www.vantraa.nl/Kennisbank/Jurisprudentie/_28_Aanvaring;_duwvaart

duwschip

Context: Het **duwschip** wordt voorzien van twee Caterpillar-motoren van 304 pk elk, die twee schroeven aandrijven. Er komt een hefbaar stuurhut met twee bedieningsconsoles op.

Source: http://www.schuttevaer.nl/epaper_files/WS50-2005-totaal.pdf

English

Definition: A pusher is a power driven vessel specially built to propel a pushed convoy to which it is rigidly connected.

Source: CEVNI article 1.01 b.3; Directive 2006/87/EC

pusher

Context: On Friday the 16th of March the handover of the new pusher "Veerhaven III" that will participate in the supply of iron ore to the Ruhr area in Germany via the Rhine.

Source: (<http://dekooimangroep.nl/en/nieuws/handover-bnr-198-veerhaven-iii/>)

pusher tug

Context: However, it would require major investment (...) and could also involve new pusher tugs of which currently Veerhaven has seven.

Source: (http://www.bulkmaterialsinternational.com/secure/assets/i20080318.812982_47dfb42610c94.pdf).

push boat

Context: This 1,200 hp Twin Screw Push Boat (Tow Boat) was built by the Tennessee River Terminals in 1982 and was refurbished in 2007.

Source: <http://www.workboatbrokers.com/>

pushboat

Context: There are all kind of pushboats according to their different uses and the region where they are operating. But they all have one thing in common: a retractable wheelhouse to ensure the visibility while pushing empty barges.

Source: <http://www.cfnr.com/documents/530760172f6212.71811490.pdf>

pusher craft

Context: pusher craft. <http://iate.europa.eu/FindTermsByLilId.do?lilId=129967&langId=en>; 21 years for passenger ships, tugs and pusher craft or freight vessels over 40 metres for LPV endorsement.

Source: <http://www.publications.parliament.uk/pa/cm200607/cmselect/cmtran/320/7030728.htm>

Sluiten

Appendix A (7)

Printscreen of *duweenheid*. Port of Rotterdam termbase; entry number 166; subject Sea and Inland Shipping.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help


(No input model)

Dutch English Flags layout 100

plug (No filter)

ADNR (vervoer gevaarlijke stoffen ove... : Port... duwboot : Port of Rotterdam duweenheid : Port of Rotterdam

Entry number: 166
Subject: Sea and Inland Shipping
Illustration:



Dutch

Definition: Hecht samenstel van een of meer **duw**boten en een of meer andersoortige schepen, waarvan er tenminste één is geplaatst voor een der **duw**boten;

Source: BPR 2012 artikel 1.01.B.3

duweenheid

Context: Een **duweenheid** van het bedrijf Granaria vertrok maandag naar een onbekende bestemming.
Source: <http://www.europeana.eu/portal/record/2023702/C532E1E5F38D24003F81E76EEB3DBD26B986DACD.html>

duwstel

Context: De gastanker en het vierbaks**duw**stel zijn op de Oude Maas bij Barendrecht in dichte mist kop-op-kop met elkaar in aanvaring gekomen.
Source: <http://www.schuttevaer.nl/nieuws/actueel/nid15197-gastanker-schloss-mainau-ziet-duwstel-over-het-hoofd.html>

duwcombinatie

Context: De waterpolitie stelt een onderzoek in naar een stranding van een **duw**combinatie in de voorhaven in Hansweert.
Source: <http://www.omroepzeeland.nl/nieuws/duwcombinatie-hansweert-gestrand#.U6bgT11ZqUk>

duwkonvooi

Context: Zo'n passeerstrook is een aanmeerplaats van ongeveer 230 meter lang waar een **duw**konvooi kan wachten tot een ander konvooi dat uit de andere richting komt, gepasseerd is.
Source: <http://www.seineschelde.be/nl/nieuws/start-aanleg-van-passeerstrook-voor-grote-duwkonvoeien-en-aanlegsteiger-voor-passagiersschepen>

English

Definition: Set of rigidly connected vessels, at least one of which is positioned in front of the power-driven vessel propelling the convoy (the pusher).

Source: German Traffic Regulations for Navigable Maritime Waterways 2013

pushed convoy

Context: The only vessels that are exempt from the mandatory transponder requirement are the pushed vessels of a pushed convoy, side-by-side couple formations of a coupled unit, non self-propelled ferries and small crafts.
Source: http://www.viadonau.org/en/newsroom/updates/news_detail/nid/1161/

pushed train of craft

Context: The minimum technical characteristics for waterways forming part of the network should be those laid down for a class IV waterway, which allows the passage of a vessel or a pushed train of craft 80 to 85 m long and 9.50 m wide.
Source: http://en.wikipedia.org/wiki/Trans-European_Inland_Waterway_network

push tow

Context: These assemblies of unpowered and individually unmanned barges are known, somewhat illogically, as push tows, and the power unit as a push tug.
Source: <http://www.britannica.com/EBchecked/topic/484275/push-tow>

Terms

Browse

- diefstal
- diensten aan de scheepvaart
- diepte
- dieptes
- dierlijke oliën en vetten
- dierlijke producten
- diervoeders
- diesel
- distributiecentra
- distributiecentrum
- doorsteekvariant
- doorvoer
- doorvoerlading
- douane
- drijvend (droog)dok
- drijvende grijperkraan
- drijvende grijperkranen
- drijvende kraan
- drijvende kranen
- drinkwaterlevering
- droge bulk
- droogdok
- drugs
- duwbak
- duwboot
- duwboot
- duwcombinatie
- duweenheid**
- duwkonvooi
- duwship
- duwship
- duwstel
- duwvaart
- duwvrachtschip
- economie
- ECT
- EDI (Electronic Data Interchange)
- energiebron
- erts
- ertsen
- Eurogeul
- Europe Container Terminals
- Europese Spoorruimte
- Europoort
- Eurotunnel
- evenement
- expediteur
- feederdienst
- financiële dienst
- flatrack
- fosfaten
- fuels hub

Browse Hitlist Termbases

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Appendix A (8)

Printscreen of *vaargeul*. Port of Rotterdam termbase; entry number 525; subject Sea and Inland Shipping, Port and Infrastructure, Port Authority.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Flags layout 100

vaargeul (No filter)

ADNR (vervoer gevaarlijke stoffen ove... : Port... duwboot : Port of Rotterdam vaargeul : Port of Rotterdam

Entry number: 525
Subject: Sea and Inland Shipping, Port and Infrastructure, Port Authority

Illustration:

Dutch

Definition: Het bebakende deel van het vaarwater dat dikwijls uitgebaggerd is, het deel van het vaarwater tussen de boeien en bakens. Om een rivier met veel zandbanken bevaarbaar te houden voor grotere schepen, is meestal een gebaggerde, bebakende **vaargeul** noodzakelijk.

Source: <http://nl.wikipedia.org/wiki/Vaargeul>

vaargeul

Context: De Minister van Infrastructuur en Milieu (IenM) heeft het voornemen de **vaargeul** Eemshaven - Noordzee te verruimen. De **vaargeul** moet worden aangepast voor het gebruik van schepen van het type Panamax met een maximale diepgang van 14 meter. http://www.rijkswaterstaat.nl/images/Advies%20MER%2027-05-13_tcm174-349200.pdf

English

Definition: A deeper channel cut into the sea or river bed, to enable larger ships to pass through to a port.

Source: http://en.wiktionary.org/wiki/navigation_channel

navigation channel

Context: The Environment Agency insist that river traffic using the navigation channel must not be unduly impeded;

Source: <http://wandwregatta.org.uk/files/SafetyAndInstructions2014.pdf>

channel

Context: The authority announced this week that it had agreed to maintain the channels at their new depths after the projects are complete.

Source: <http://www.houstonchronicle.com/news/transportation/article/Port-Authority-gets-green-light-for-major-5484906.php>

Sutherland Translation and Language 2014

Sluiten

Appendix A (9)

Printscreen of *Inspectie Verkeer en Waterstaat*. Port of Rotterdam termbase;
entry number 636; subject General, Port Authority.

The screenshot displays the SDL MultiTerm interface for the 'Port of Rotterdam' termbase. The window title is 'SDL MultiTerm - Port of Rotterdam'. The menu bar includes 'Termbase', 'Edit', 'Search', 'Navigation', 'View', 'Tools', and 'Help'. The toolbar shows various icons for editing and searching. The interface is set to 'Dutch' source and 'English' target, with a search filter of 'inspectie'. The left pane shows a list of terms, with 'Inspectie Verkeer en Waterstaat' selected. The right pane displays the details for entry number 636, with the subject 'General, Port Authority'. The Dutch section shows the term 'Inspectie Verkeer en Waterstaat' and a note: 'Op 1 januari 2012 is de Inspectie Verkeer en Waterstaat (IVW) samen met de VROM-inspectie (VI) opgegaan in de Inspectie Leefomgeving en Transport ILT.' The English section shows the term 'Transport and Water Management Inspectorate Netherlands' and a note: 'On 1 January 2012 the Ministry of Transport, Public Works and Water Management merged with the Ministry of Housing and Environment and the inspectorates of both ministries merged into the Human Environment and Transport Inspectorate'. The bottom of the window shows 'Sluiten' (Close) and a status bar.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Flags layout 100

inspectie (No filter)

Terms

Browse

HIC (Haven Industriecomplex)
hinderlijke waterbeweging
Hoek van Holland
Hoogheemraadschap Delfland
hoogte in meters (brug)
hoogte in meters (schip)
hydrografische kaart
hydro-meteo informatie
lenM
IJzeren Rijn
illegalen
ILT
ILT (binnenvaart terminal)
IMDG
immigratiedienst
Immigratie- en Naturalisatiedienst
industrieel gas
industrieel product
industriële gassen
industriële producten
informatiedienst
informatiediensten
infrastructuur
inkomende lading
inkomend verkeer
inspectie
Inspectie Leefomgeving en Transp
Inspectie Verkeer en Waterstaat
intermodaal transport
intermodaal transportmiddel
intermodale terminal
intermodale transportmiddelen
interpunctie (getallen)
IVW
juridische diensten
kade
kadelengte
kades
kamers van koophandel
kamer van koophandel
kanaalpeil (KP)
Kanaaltunnel
kapiteinskamer
kennis
kettingschepen
kilometerraai
klantwens
KMR
koelcontainers
koelopslag
koelschip
koeltransport

ADNR (vervoer gevaarlijke stoffen ove... : Port...
duwboot : Port of Rotterdam
Inspectie Verkeer en Waterstaat : Port of Rotte...

Entry number: 636
Subject: General, Port Authority

Dutch

Inspectie Verkeer en Waterstaat

Notes: Op 1 januari 2012 is de Inspectie Verkeer en Waterstaat (IVW) samen met de VROM-inspectie (VI) opgegaan in de Inspectie Leefomgeving en Transport ILT.

Status: Do not use
Source: http://www.ilent.nl/over_ilt/

IVW

Type: Acronym
Status: Do not use

English

Transport and Water Management Inspectorate Netherlands

Status: Do not use
Notes: On 1 January 2012 the Ministry of Transport, Public Works and Water Management merged with the Ministry of Housing and Environment and the inspectorates of both ministries merged into the Human Environment and Transport Inspectorate

Sutherland Translation and Language 2014

Browse Hitlist Termbases

Terms

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Sluiten

Appendix A (10)

Printscreen of *Inspectie Leefomgeving en Transport*. Port of Rotterdam termbase; entry number 637; subject General, Sea and Inland Shipping, Port Authority.

The screenshot shows the SDL MultiTerm software interface for the Port of Rotterdam termbase. The window title is "SDL MultiTerm - Port of Rotterdam". The menu bar includes "Termbase", "Edit", "Search", "Navigation", "View", "Tools", and "Help". The toolbar contains various icons for file operations and search. The language is set to "Dutch" and "English", with "Flags layout" selected. The search filter is "(No filter)".

The main window displays the term "Inspectie Leefomgeving en Transport" with the following details:

- Entry number:** 637
- Subject:** General, Port and Infrastructure, Port Authority

Dutch

Definition: De **Inspectie** Leefomgeving en Transport (ILT) bewaakt en stimuleert de naleving van wet- en regelgeving voor een veilige en duurzame leefomgeving en transport.

Source: http://www.ilent.nl/over_ilt/

Inspectie Leefomgeving en Transport

Notes: De ILT is de **inspectie** die per 1 januari 2012 is ontstaan uit de samenvoeging van de VROM-**inspectie** (VI) en de **Inspectie** Verkeer en Waterstaat (IVW).

Source: http://www.ilent.nl/over_ilt/

ILT

Type: Acronym

Context: De keuringen worden verricht door artsen die hiervoor specifiek door de **Inspectie** Leefomgeving en Transport (ILT) van het Ministerie van Infrastructuur en Milieu zijn aangewezen om zowel de Medische Keuring Zeevaart als de Medische Keuring Binnenvaart (Groot Vaarbewijs, Rijnpatent, Dienstboekje en Klein Vaarbewijs) te verrichten.

Source: http://www.hyperbaarcentrum.nl/keuringen/scheepvaart_keuring

English

Source: <http://www.ilent.nl/english/organisation/>

Human Environment and Transport Inspectorate

Notes: The Human Environment and Transport Inspectorate monitors and encourages compliance with both national and European legislation and regulations in favour of a safe and sustainable human environment and transport. The transport departments of the inspectorate are committed to the safety of transport by road, on water and by air. Examples include the supervision of companies operating in these sectors, the rail and aviation infrastructure and the requirements with respect to rest and driving/sailing/flying times, professional competence, loading and maintenance.

Source: <http://www.ilent.nl/english/organisation/>

Sutherland Translation and Language 2014

The left sidebar shows a list of terms, with "Inspectie Leefomgeving en Transport" selected. The bottom of the window has a "Sluiten" button.

Appendix A (11)

Printscreen of *Kanaaltunnel*. Port of Rotterdam termbase; entry number 282; subject General.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Flags layout 100

kanaaltunnel (No filter)

Terms

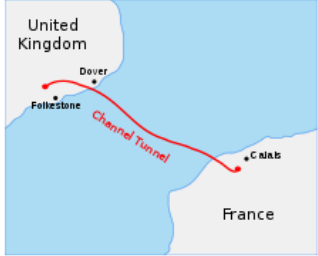
Browse

- immigratiedienst
- Immigratie- en Naturalisatiedienst
- industrieel gas
- industrieel product
- industriële gassen
- industriële producten
- informatiedienst
- informatiediensten
- infrastructuur
- inkomende lading
- inkomend verkeer
- inspectie
- Inspectie Leefomgeving en Transp
- Inspectie Verkeer en Waterstaat
- intermodaal transport
- intermodaal transportmiddel
- intermodale terminal
- intermodale transportmiddelen
- interpunctie (getallen)
- IWw
- juridische diensten
- kade
- kadelengte
- kades
- kamers van koophandel
- kamer van koophandel
- kanaalpeil (KP)
- Kanaaltunnel**
- kapiteinskamer
- kennis
- kettingschepen
- kilometerraai
- klantwens
- KMR
- koelcontainers
- koelopslag,
- koelschip
- koeltransport
- koppelverband
- kraan
- kranen
- kredietaanvraag
- kruiplijncoaster
- kunststoffen
- kunstwerk (als onderdeel van infra
- kustwacht
- laad- en losmiddelen
- laad- en lostijd
- laad- en losvoertuig
- laagwater
- laden en lossen (overslag)
- lading

ADNR (vervoer gevaarlijke stoffen ove... : Port... duwboot : Port of Rotterdam Kanaaltunnel : Port of Rotterdam

Entry number: 282
Subject: General

Illustration:



Dutch

Definition: De Kanaaltunnel is een spoorwegtunnel onder Het Kanaal tussen Calais in Noord-Frankrijk en Folkestone in Kent. De tunnel is ongeveer 50 kilometer lang.

Source: <http://nl.wikipedia.org/wiki/Kanaaltunnel>

Kanaaltunnel

Status: Preferred

Eurotunnel

Status: Approved

Notes: Eurotunnel is de Britse bedrijfsnaam.

Context: Let op: Auto's die rijden op LPG kunnen niet met de Eurotunnel.

Source: <http://www.eurotunnel.com/uk/contact-us/>

Source: <http://www.aferry.nl/eurotunnel-veerboot.htm>

English

Definition: The 50 km long rail tunnel between England and France that runs beneath the English Channel between Folkestone and Calais and is used for both freight and passenger traffic; the trip takes about 35 minutes.

Source: Encyclopaedia Britannica 2013

Channel Tunnel

Status: Preferred

Eurotunnel

Status: Approved

Notes: Eurotunnel is the UK company name. <http://www.eurotunnel.com/uk/contact-us/>

Context: Further notes its excellent situation adjacent to Sheerness Port, the fifth busiest in the country and its proximity to three motorways and its suitability as an entry port for Eurotunnel;

Source: <http://www.parliament.uk/edm/1997-98/1321>

Chunnel

Status: Do not use

Context: The Channel Tunnel Rail Link has been done in two parts. There is quite clear evidence that the investment we made from the Chunnel up to Ashford has made a gain.

Source: <http://www.publications.parliament.uk/pa/cm200506/cmselect/cmenvaud/981/6061406.htm>

Sutherland Translation and Language 2014

Sluiten

Appendix A (12)

Printscreen of *Ministerie van Verkeer en Waterstaat*. Port of Rotterdam termbase;
entry number 356; subject General, Sea and Inland Shipping, Port Authority.

The screenshot displays the SDL MultiTerm software interface for the Port of Rotterdam termbase. The window title is "SDL MultiTerm - Port of Rotterdam". The interface includes a menu bar (Termbase, Edit, Search, Navigation, View, Tools, Help), a toolbar, and a search bar. The search criteria are set to "Dutch" and "English" with a search count of 100. The current term is "kanaaltunnel" with no filter applied.

The main content area shows the following details for entry number 354:

- Subject:** General, Sea and Inland Shipping, Port Authority
- Dutch:**
 - Ministerie van Infrastructuur en Milieu**
 - Notes:** Het ministerie van Infrastructuur en Milieu ontwikkeld beleid met betrekking tot leefbaarheid en bereikbaarheid, met een vlotte doorstroming in een goed ingerichte, schone en veilige omgeving. Rijkswaterstaat (RWS) voert het beleid uit. De Inspectie Leefomgeving en Transport (ILT) bewaakt de naleving van wet- en regelgeving.
 - Status:** Approved
 - Type:** Full form
 - Notes:** Het ministerie is ontstaan op 14 oktober 2010 door een fusie van de voormalige ministeries van Verkeer en Waterstaat en Volkshuisvesting, Ruimtelijke Ordening en Milieubeheer. http://nl.wikipedia.org/wiki/Ministerie_van_Infrastructuur_en_Milieu
- IenM**
 - Type:** Acronym
 - Status:** Approved
- English:**
 - Ministry of Infrastructure and the Environment**
 - Notes:** The Ministry of Infrastructure and Environment is committed to improving quality of life, access and mobility in a clean, safe and sustainable environment. The Directorate-General for Public Works and Water Management (Rijkswaterstaat, RWS) ensures that policy is implemented. Human Environment and Transport Inspectorate (ILT) oversees compliance with statutory regulations by private individuals and companies.
 - Type:** Full form
 - Status:** Approved
 - Notes:** The Ministry was created in 2010 following the merger of the former Ministry of Transport, Public Works and Water Management and Ministry of Housing, Spatial Planning and the Environment. http://en.wikipedia.org/wiki/Ministry_of_Infrastructure_and_the_Environment
- I&M**
 - Type:** Acronym
 - Status:** Approved

At the bottom of the main content area, it reads "Sutherland Translation and Language 2014".

The left sidebar shows a list of terms under the "Browse" tab, with "Ministerie van Infrastructuur en Milieu" selected. Other terms include "luchtvaart", "Maas", "MER", "meststof", "milieu", "museum", "natte bulk", "natuur", "navigatie", and "NVWA".

Appendix A (13)

Printscreen of *Ministerie van Infrastructuur en Milieu*. Port of Rotterdam termbase; entry number 354; subject General, Sea and Inland Shipping, Port Authority.

The screenshot displays the SDL MultiTerm software interface for the Port of Rotterdam termbase. The window title is "SDL MultiTerm - Port of Rotterdam". The interface includes a menu bar (Termbase, Edit, Search, Navigation, View, Tools, Help), a toolbar, and a search bar with "Dutch" and "English" language dropdowns, a "Flags layout" dropdown, and a search value of "100". The search filter is set to "ministerie".

The main content area shows the entry for "Ministerie van Infrastructuur en Milieu" (Dutch) and "Ministry of Infrastructure and the Environment" (English). The entry details are as follows:

- Entry number:** 354
- Subject:** General, Sea and Inland Shipping, Port Authority
- Dutch:**
 - Ministerie van Infrastructuur en Milieu**
 - Notes:** Het ministerie van Infrastructuur en Milieu ontwikkeld beleid met betrekking tot leefbaarheid en bereikbaarheid, met een vlotte doorstroming in een goed ingerichte, schone en veilige omgeving. Rijkswaterstaat (RWS) voert het beleid uit. De Inspectie Leefomgeving en Transport (ILT) bewaakt de naleving van wet- en regelgeving.
 - Status:** Approved
 - Type:** Full form
 - Notes:** Het ministerie is ontstaan op 14 oktober 2010 door een fusie van de voormalige ministeries van Verkeer en Waterstaat en Volkshuisvesting, Ruimtelijke Ordening en Milieubeheer.
 - Source:** http://nl.wikipedia.org/wiki/Ministerie_van_Infrastructuur_en_Milieu
- IenM**
 - Type:** Acronym
 - Status:** Approved
- English:**
 - Ministry of Infrastructure and the Environment**
 - Notes:** The Ministry of Infrastructure and Environment is committed to improving quality of life, access and mobility in a clean, safe and sustainable environment. The Directorate-General for Public Works and Water Management (Rijkswaterstaat, RWS) ensures that policy is implemented. Human Environment and Transport Inspectorate (ILT) oversees compliance with statutory regulations by private individuals and companies.
 - Type:** Full form
 - Status:** Approved
 - Notes:** The Ministry was created in 2010 following the merger of the former Ministry of Transport, Public Works and Water Management and Ministry of Housing, Spatial Planning and the Environment.
 - Source:** http://en.wikipedia.org/wiki/Ministry_of_Infrastructure_and_the_Environment
- I&M**
 - Type:** Acronym
 - Status:** Approved

At the bottom of the main content area, the text "Sutherland Translation and Language 2014" is visible. The left sidebar shows a list of terms, with "Ministerie van Infrastructuur en Milieu" selected. The bottom of the interface includes a "Sluiten" button and a "Terms" section.

Appendix A (14)

Printscreen of *Raad Voor De Transportveiligheid*. Port of Rotterdam termbase; entry number 628; subject General, Sea and Inland Shipping, Port Authority.

The screenshot displays the SDL MultiTerm software interface for the Port of Rotterdam termbase. The window title is 'SDL MultiTerm - Port of Rotterdam'. The menu bar includes 'Termbase', 'Edit', 'Search', 'Navigation', 'View', 'Tools', and 'Help'. The toolbar contains various icons for file operations and search. The interface is set to 'Dutch' source and 'English' target, with 'Flags layout' selected. The search criteria are 'brug' and '(No filter)'. The search results list 'Raad Voor De Transportveiligheid' as the selected term.

Terms

- opslagvoorzieningen
- organisaties in havens en transport
- overheid
- overslag
- overslagbedrijf
- overslag (periodieke resultaten van)
- overslag van containers van deeps
- overstag gaan
- patrouillevaartuigen (RPA)
- personeelsdiensten voor de scheep
- persoonlijke veiligheid
- Petroleumhaven
- pijpleidingtransport
- piraterij
- Planologische Kernbeslissing (PK)
- platen (dikke platen)
- platen (dunne platen)
- platen (zeer dunne platen komt in
- politie
- President-directeur (CEO)
- privatisering
- privatisering (van het GHR)
- programma van eisen
- Project Mainportontwikkeling Rotte
- Project Onderzoek Rijn
- Projectorganisatie (Maasvlakte 2)
- Raad Voor De Transportveiligheid**
- raffinage industrie
- rail expediteur
- railgoederenvervoerders (spoorver
- railoperators
- Rail Service Centra
- railtransport
- railtransportmiddelen
- reachtrucks
- recycling
- reddingsdienst
- reddingsdiensten
- rederij
- rederijen
- reefer aansluiting
- reefer rack
- reefer stack
- regionale economie
- regionale economieën
- remmingwerken
- RID: het reglement betreffende het
- Rijksdienst voor de Keuring van Ve
- Rijnvaart Politie Reglement (RPR)
- roeiers
- rollen (staal)
- rondvaart

ADNR (vervoer gevaarlijke stoffen ove... : Port...
 duwboot : Port of Rotterdam
 Raad Voor De Transportveiligheid : Port of Rott...

Entry number: 628
 Subject: General, Sea and Inland Shipping, Port Authority

Dutch

Raad Voor De Transportveiligheid

Notes: De Raad voor de Transportveiligheid (RvTV) was tot 1 februari 2005 een onafhankelijk orgaan dat onderzoek deed naar ongelukken met weg- trein- scheepvaart- en luchtvaartverkeer. Per 1 februari 2005 is de raad opgevolgd door de Onderzoeksraad voor Veiligheid.

Status: Do not use
 Source: http://nl.wikipedia.org/wiki/Raad_voor_de_Transportveiligheid

English

Dutch Transport Safety Board

Notes: The Dutch Transport Safety Board was an agency of the government of the Netherlands with four departments: Aviation, Rail, Road Transport, and Shipping. It was replaced by the Dutch Safety Board on 1 February 2005.

Status: Do not use
 Source: http://en.wikipedia.org/wiki/Dutch_Transport_Safety_Board

Sutherland Translation and Language 2014

Sluiten

Appendix A (15)

Printscreen of *Onderzoeksraad Voor Veiligheid*. Port of Rotterdam termbase;
entry number 644; subject General, Sea and Inland Shipping, Port Authority.

The screenshot displays the SDL MultiTerm software interface for the 'Port of Rotterdam' termbase. The main window shows the entry for 'Onderzoeksraad Voor Veiligheid' (Entry number 644). The interface includes a menu bar (Termbase, Edit, Search, Navigation, View, Tools, Help), a toolbar with various icons, and a search bar. The left sidebar contains a list of terms, with 'Onderzoeksraad Voor Veiligheid' selected. The main content area displays the following information:

Entry number 644
 Created by: Ellick
 Created on: maandag 23 juni 2014 21:17:41
 Modified by: Ellick
 Modified on: maandag 23 juni 2014 21:17:41
 Subject: General, Sea and Inland Shipping, Port Authority

Dutch
 Definition: De Onderzoeksraad is gericht op het verbeteren van de veiligheid in Nederland en kijkt daarbij vooral naar die situaties waarbij burgers voor hun veiligheid afhankelijk zijn van de overheid, bedrijven of instellingen.
 Source: <http://www.onderzoeksraad.nl/over-de-raad/missie-en-kernwaarden>

Term Onderzoeksraad Voor Veiligheid
 Created by: Ellick
 Created on: maandag 23 juni 2014 21:17:41
 Modified by: Ellick
 Modified on: maandag 23 juni 2014 21:17:41
 Status: Preferred
 Context: Uit het onderzoek van de Onderzoeksraad voor Veiligheid blijkt dat de stuurman op een onveilige positie stond. <http://www.onderzoeksraad.nl/nl/onderzoek/1477/dodelijke-val-overboord-tijdens-ladingswerkzaamheden-27-februari-2013/publicatie/1524/dodelijke-val-overboord-tijdens-ladingswerkzaamheden#fasen>
 Notes: De Onderzoeksraad is per 1 februari 2005 ontstaan als opvolger van de Raad voor de Transportveiligheid. http://nl.wikipedia.org/wiki/Onderzoeksraad_Voor_Veiligheid

English
 Definition: The Safety Board aim is the improvement of safety in the Netherlands. Its main focus is those situations in which civilians are dependent on the government, companies or organizations for their safety.
 Source: <http://www.onderzoeksraad.nl/en/over-de-raad/mission-and-vision>

Term Dutch Safety Board
 Created by: Ellick
 Created on: maandag 23 juni 2014 21:17:41
 Modified by: Ellick
 Modified on: maandag 23 juni 2014 21:17:41
 Status: Preferred
 Context: The fire safety at the Bonaire Petroleum Corporation at Bonaire was compromised at 8 September 2010. This is concluded by the Dutch Safety Board in a report published today. <http://www.onderzoeksraad.nl/en/onderzoek/1792/fire-oil-terminal-bonaire-8-september-2010/fase/1483/bopec-bonaire-fire-safety-compromised-by-inadequate-maintenance#fasen>
 Notes: The Dutch Safety Board was formed in 2005 and replaced the Dutch Transport Safety Board. http://en.wikipedia.org/wiki/Dutch_Safety_Board

Sutherland Translation and Language 2014

Appendix A (16)

Printscreen of *ADN (vervoer gevaarlijke stoffen met de binnenvaart)*. Port of Rotterdam termbase; entry number 30; subject Sea and Inland Shipping.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

Dutch English Flags layout 100

adn (No filter)

Terms

Browse

- aanbesteding
- aanbiedingsbrief
- aanleg van Maasvlakte 2
- aanpassen van ebbe
- aanpassing
- aansluiting koelcontainer
- aansluitpunt koelcontainer
- aardgas
- aardgasproduct
- aardolie
- aardolie-industrie
- aardolieprodukt
- achteranker
- achterlandverbinding
- Achtste Petroleumhaven;
- actie
- activiteitenstrand
- ADN (Europees Verdrag inzake het internationale vervoer van gevaarlijke goederen over de binnenwateren)**
- ADNR (vervoer gevaarlijke stoffen over de binnenvaart)
- ADR (vervoer gevaarlijke stoffen over de binnenvaart)
- adviesdiensten
- af rondingsverschillen mogelijk
- agribulk
- agrificatie
- AGV
- allergrootste schepen
- alternatieve energie
- alternatieve energie
- aluminium
- ankerplaats
- arbeidsinspectie
- arbeidsomstandigheden
- arbeidsvoorwaarden
- arbitrage (juridisch)
- auto-afzetplaats
- automatically guided vehicles (agv)
- Automatisch Geleid Voertuig
- Automatisch Gestuurd Voertuig
- automobieliindustrie
- autoponton
- badstrand
- baggerspecie
- Baltische Zee
- basculebrug
- bederfelijke goederen
- Bedieningsruimte Rozenburgsesluis
- bedieningsstijden bruggen en sluisen
- bedienpost Rozenburgsesluis
- bedrijfsinformatie
- bedrijventerrein
- beheer
- bekendmaking aan de scheepvaart

ADNR (vervoer gevaarlijke stoffen over de binnenvaart) : Port of Rotterdam

ADN (Europees Verdrag inzake het internationale vervoer van gevaarlijke goederen over de binnenwateren) : Port of Rotterdam

Entry number: 30

Subject: Sea and Inland Shipping

Dutch

Source: IATE <http://iate.europa.eu/FindTermsByLilId.do?lilId=778512&langId=nl>

ADN (Europees Verdrag inzake het internationale vervoer van gevaarlijke goederen over de binnenwateren)

Status: Approved

Type: Acronym

Context: Er moet volgens het **ADN** een aansluiting zijn om bij een noodsituatie de pomp te kunnen stoppen. De veiligheidsmaatregelen van het **ADN** moeten worden opgevolgd (voorschrift 3.3.5 van Publicatiereeks Gevaarlijke Stoffen 33-2:2014 versie 1.0): http://content.publicatiereeksgevaarlijkestoffen.nl/documents/PGS33/PGS%2033_2_april_2014_web_2.pdf

Notes: De volgende regelingen zijn van toepassing op het vervoer van gevaarlijke stoffen: Wegvervoer: Regeling vervoer over land van gevaarlijke stoffen (VLG); ADR (Accord européen relatif au transport international des marchandises Dangereuses par Route). Spoorvervoer: Regeling vervoer over de spoorwegen van gevaarlijke stoffen (VSG); RID (Règlement concernant le transport international ferroviaire des marchandises dangereuses). Binnenvaart: Regeling vervoer over de binnenwateren van gevaarlijke stoffen (VBG); **ADN** (Accord européen relatif au transport international des marchandises Dangereuses par voies de Navigation intérieures).

Source: http://www.ilent.nl/onderwerpen/transport/gevaarlijke_stoffen/wetenregelgeving/

English

Source: <http://iate.europa.eu/FindTermsByLilId.do?lilId=778512&langId=en>

ADN (European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways)

Type: Acronym

Status: Approved

Context: What is **adn** product list? The **adn** certificate must be supplemented by an individual list of all the dangerous goods accepted for carriage in the tanker vessel, drawn up by the recognized classification society which has classified the vessel.

Source: http://www.bureauveritas.com/wps/wcm/connect/bv_com/group/services+sheet/services-for-carriage-of-dangerous-goods-by-inland-waterways_14624?presentationtemplate=bv_master_v2/Services_sheet_full_story_presentation_v2

Sutherland Translation and Language 2014

Terms

Catalog

Sluiten

Appendix A (17)

Printscreen of ECT. Port of Rotterdam termbase; entry number 638;
subject Port and Infrastructure, Business.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Full layout 100

ect (No filter)

Terms

Browse

- diervoeders
- diesel
- distributiecentra
- distributiecentrum
- doorsteekvariant
- doorvoer
- doorvoerlading
- douane
- drijvend (droog)dok
- drijvende grijperkraan
- drijvende grijperkranen
- drijvende kraan
- drijvende kranen
- drinkwaterlevering
- droge bulk
- droogdok
- drugs
- duwbak
- duwboot
- duwcombinatie
- duweenheid
- duwkonvooi
- duwschip
- duwstel
- duwvaart
- duwvrachtschip
- economie
- ECT**
- EDI (Electronic Data Interchange)
- energiebron
- erts
- ertsen
- Eurogeul
- Europe Container Terminals
- Europese Spoorruimte
- Europaort
- Eurotunnel
- evenement
- expediteur
- feederdienst
- financiële dienst
- flatrack
- flatracks
- fosfaten
- fuels hub
- functioneel programma van eisen
- gasolie
- gebruikte goederen
- geconditioneerde opslag
- geconditioneerd transport
- gekoelde opslag
- geleidewerk

Browse Hitlist Termbases


Terms

Catalog

ECT : Port of Rotterdam Raad Voor De Transportveiligheid : Port of Rott... ontgrondingenvergunning : Port of Rotterdam ADN (Euro

Entry number 638
Created by: Ellick
Created on: vrijdag 9 mei 2014 11:58:38
Modified by: Ellick
Modified on: zondag 22 juni 2014 22:37:23
Subject Port and Infrastructure, Business

Illustration



Dutch
Definition Europe Container Terminals (ECT) is de leidende en meest geavanceerde containerterminaloperator van Europa die in de haven van Rotterdam het grootste deel van alle containers overslaat.
Source: <http://www.ect.nl/nl/content/over-ect>

Term ECT
Created by: Ellick
Created on: zondag 22 juni 2014 22:36:37
Modified by: Ellick
Modified on: zondag 22 juni 2014 22:36:37
Type Acronym

Term Europe Container Terminals
Created by: Ellick
Created on: vrijdag 9 mei 2014 11:58:38
Modified by: Ellick
Modified on: zondag 22 juni 2014 22:36:37
Type Full form

English
Definition Europe Container Terminals (ECT) is the leading and most advanced container terminal operator in Europe; it handles a vast majority of all the containers passing through the port of Rotterdam.
Source: <http://www.ect.nl/en/content/about-ect>

Term Europe Container Terminals
Created by: Ellick
Created on: vrijdag 9 mei 2014 11:58:38
Modified by: Ellick
Modified on: zondag 22 juni 2014 22:36:37
Type Full form

Term ECT
Created by: Ellick
Created on: zondag 22 juni 2014 22:36:37
Modified by: Ellick
Modified on: zondag 22 juni 2014 22:36:37
Type Acronym

Sluiten

Appendix A (18)

Printscreen of *kmr* (*kilometerraai*). Port of Rotterdam termbase;
entry number 644; subject General, Sea and Inland Shipping, Port Authority.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Flags layout 100

kmr (No filter)

Terms

Browse

- informatiedienst
- informatiediensten
- infrastructuur
- inkomende lading
- inkomend verkeer
- inspectie
- Inspectie Leefomgeving en Transp
- Inspectie Verkeer en Waterstaat
- intermodaal transport
- intermodaal transportmiddel
- intermodale terminal
- intermodale transportmiddelen
- interpunctie (getallen)
- IWW
- juridische diensten
- kade
- kadelengte
- kades
- kamers van koophandel
- kamer van koophandel
- kanaalpeil (KP)
- Kanaaltunnel
- kapiteinskamer
- kennis
- kettingschepen
- kilometerraai
- klantwens
- KMR**
- koelcontainers
- koelopslag
- koelschip
- koeltransport
- koppelverband
- kraan
- kranen
- kredietaanvraag
- kruiplijncoaster
- kunststoffen
- kunstwerk (als onderdeel van infra
- kustwacht
- laad- en losmiddelen
- laad- en los tijd
- laad- en losvoertuig
- laagwater
- laden en lossen (overslag)
- lading
- ladingcontrole
- ladinggerelateerde diensten
- landaanwinning
- land- en tuinbouwproducten
- lash-bak
- lash-schip

Browse Hitlist Termbases


Terms

Catalog

Sluiten

KMR : Port of Rotterdam Raad Voor De Transportveiligheid : Port of Rott... ontgrondingenvergunning : Port of Rotterdam ADN (Eurc

Entry number: 287
Subject: **Port and Infrastructure**
Illustration:



Dutch

Definition: Bord langs een rivier of kanaal dat de afstand in kilometers aangeeft tot het begin van de vaarweg; kan gebruikt worden voor positie-indicatie.

Source: <http://nl.wikipedia.org/wiki/Kilometerraai>

KMR

Type: Acronym

Context: Verkeersregulatie: Op maandag 31 maart 2014 vindt vanaf 11.00 uur, in verband met een zeilevenement, regulatie plaats van het scheepvaartverkeer, tussen **KMR** 999 en **KMR** 1003. (Rotterdam, Bekendmakingen aan de Scheepvaart 018/2014)

kilometerraai

Context: Navigatie Assistentie Services kunnen uitsluitend gegeven worden op de Nieuwe Maas tot aan de begrenzing van het VTS gebied (kilometerraai 993,0). <http://www.portofrotterdam.com/nl/scheepvaart/communicatie-en-vts/documents/communicatie-vts.pdf>

Notes: Een raai is denkbeeldige lijn over water en/of land, uitgezet t.b.v. het verrichten van ladingen, metingen, monsternemingen e.d. <http://www.encyclo.nl/lokaal/10880&page=54>

English

kilometer marker

Context: In connection with the 2010 World Port Days event, the Nieuwe Maas will be affected by various periods of obstruction and limited passage for shipping. The section of river affected is from kilometer marker 1004 (Schiemond) to kilometer marker 994.3 (Merode-west). (Rotterdam Shipping Announcement 112/2010)

Notes: Raai is a line of direction (Van Dale).

km

Type: Acronym

Notes: According to the International System of Units (SI) the abbreviation for kilometre is km. The abbreviation **KMR** may cause confusion in English.

Sutherland Translation and Language 2014

Appendix A (19)

Printscreen of *bedieningstijden bruggen en sluisen*. Port of Rotterdam termbase; entry number 55; subject Sea and Inland Shipping, Port and Infrastructure, Communication, Port Authority.

The screenshot displays the SDL MultiTerm application window titled "SDL MultiTerm - Port of Rotterdam". The interface includes a menu bar (Termbase, Edit, Search, Navigation, View, Tools, Help) and a toolbar with various icons. Below the toolbar, there are dropdown menus for "Dutch" and "English", a "Flags layout" dropdown, and a search field containing "100". A filter dropdown is set to "bedie" with "(No filter)" selected.

The main window is divided into two panes. The left pane, titled "Terms", contains a list of terms under a "Browse" header. The term "bedieningstijden bruggen en sluisen" is highlighted in blue. The right pane displays the details for this term, including the entry number (55) and the subject (Sea and Inland Shipping, Port and Infrastructure, Communication, Port Authority). The term is shown in both Dutch and English.

Dutch
 Source: Van Dale
 Definition: De tijden waarop het wegverkeer en/of het scheepvaartverkeer gebruik kan maken van bruggen en sluisen.
bedieningstijden bruggen en sluisen
 Context: Fairway Information Services (FIS) verschaft dynamische informatie (bv. waterstanden, waterstandsvoorspellingen enz.) en statische informatie (bv. **bedieningstijden** van sluisen en bruggen).
 Source: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2007:105:0088:0253:NL:PDF>

English
 Source: <http://www.businessdictionary.com/definition/operating-time.html>
 Definition: Periods during which bridges or locks are operated.
operating times of bridges and locks
 Context: An Internet service is recommended to be established for the following types of fairway information: static information (e.g. physical limitations of the waterway, regular operating times of locks and bridges, navigational rules and regulations).
 Source: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2007:105:0001:0034:EN:PDF>

At the bottom of the right pane, the text "Sutherland Translation and Language 2014" is visible. The bottom of the window shows a "Sluiten" button.

Appendix A (20)

Printscreen of *bedienpost Rozenburgse Sluis*. Port of Rotterdam termbase;
entry number 645; subject Port and Infrastructure.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)


Dutch English Flags layout 100

bedienpost (No filter)

ADNR (vervoer gevaarlijke stoffen ove... : Port... duwboot : Port of Rotterdam bedienpost Rozenburgsesluis : Port of Rotterdam

Entry number: 645
Subject: Port and Infrastructure

Illustration:



Dutch

Definition: Ruimte waarin de controleapparatuur en eventuele vereiste **bedienings**apparatuur van de sluis is ondergebracht, bewaakt en **bediend** wordt.

Source: Van Uitert en Kaspers, Verklarend Informaticawdb Samsom, 1989 (IATE)

bedienpost Rozenburgsesluis

Context: In de uitgegeven BAS nr. 67/2004 is melding gemaakt van de renovatie van de **bedienpost** Rozenburgse Sluis. Het einde van de verbouwing en het terugplaatsen van de **bediening** is gepland op 23 november 2004. (Haven Rotterdam; Bekendmaking aan de Scheepvaart 136/2004).

Bedieningsruimte Rozenburgsesluis

Context: In 2008 werd in de **bedieningsruimte** van Sluis Weurt een videoprojectiewall geplaatst. Deze situatie voldeed niet aan de verwachtingen; de camerabeelden waren van slechte kwaliteit en het directe zicht naar buiten was sterk beperkt.

Source: <http://www.marieme-ergonomie.nl/sluis-en-bedienposten.html>

English

control room of the Rozenburgsesluis

Context: Since all the lock equipment is operated electrically, the process of locking a ship up or down can be controlled from a central control room, which is located on the centre wall of the upper flight of locks. http://en.wikipedia.org/wiki/Panama_Canal_locks

Status: Approved

control station of the Rozenburgsesluis

Status: Do not use

Context: You will arrive in the rectangular area immediately in front of the locks. Speak with the guard standing high on the seawall next to the control station of the locks.

Source: <http://www.seakayakcarolina.com/downloads/Lake%20Moultrie%20and%20Pinopolis%20Locks.pdf>

Source: RWS Objectbibliotheek. <http://home.kpn.nl/mbaggen/Bibliotheek%20Mick%20Baggen/OBJBIB2/OB00583.html>

Sutherland Translation and Language 2014

Sluiten

Appendix A (21)

Printscreen of *Eurogeul*. Port of Rotterdam termbase; entry number 639; subject Port and Infrastructure.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

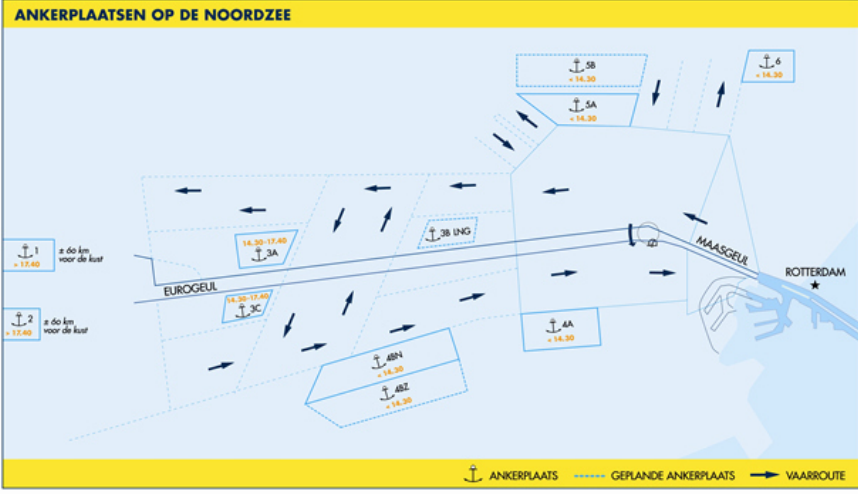
(No input model)

Dutch English Flags layout 100

eurogeul (No filter)

ADNR (vervoer gevaarlijke stoffen ove... : Port... duwboot : Port of Rotterdam Eurogeul : Port of Rotterdam

Entry number: 639
Subject: Port and Infrastructure
Illustration:



Dutch

Definition: De **Eurogeul** of Euro-Maasgeul, het laatste stuk wordt Maasgeul genoemd, is een gegraven vaargeul op de Noordzee die toegang verschaft tot de haven van Rotterdam.

Source: <http://nl.wikipedia.org/wiki/Eurogeul>

Eurogeul

Context: De **Eurogeul** en aansluitend de Maasgeul vormen samen de vaargeul in de Noordzee met een gegarandeerde diepte van eerst 25,4 meter en later 24,3 meter.

Source: http://www.portofrotterdam.com/nl/actueel/pers-en-nieuwsberichten/Pages/20091126_55.aspx

English

Definition: The **Eurogeul** or Euromaasgeul is a channel dug in the North Sea in conjunction with the Port of Rotterdam

Source: <http://en.wikipedia.org/wiki/Eurogeul>

Eurogeul

Context: The **Eurogeul** channel is 25 nautical miles long, 600 meters wide, direction 082.5°, depth reducing from 24.5 to 24.0 meters MLLWS and is dedicated for ships with a draught of between 17.40 and 22.55 meters.

Source: http://www.portofrotterdam.com/en/shipping/sea-shipping/port-information/documents/port_information_guide.pdf

Browse Hitlist Termbases

Terms

Catalog

Sluiten

Sutherland Translation and Language 2014

Appendix A (22)

Printscreen of *Spotterstrand*. Port of Rotterdam termbase; entry number 487; subject Port and Infrastructure.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help


(No input model)

Dutch English Flags layout 100

spotter (No filter)

ADNR (vervoer gevaarlijke stoffen ove... : Port... duwboot : Port of Rotterdam Spotterstrand : Port of Rotterdam

Entry number: 487
Subject: Port and Infrastructure
Illustration:



Dutch
Definition: Plek aan de Edisonbaai (zuidoever Maasmond - op de illustratie aangegeven met "4") voor vissers en schepenspotters.
Spotterstrand
Context: Kies een goeie spotterstek: vanaf het spotterstrand bij de Maasmond en bij Hoek van Holland heb je ook een mooi uitzicht.
Source: <http://www.portofrotterdam.com/nl/actueel/Havenkrant/Documents/Havenkrant-juni-editie18-2013.pdf>

English
Definition: Small beach near the Edisonbaai at Maasmond, Rotterdam (marked "4" on the illustration) for fishing and ship-spotting.
Spotting beach
Context: The Port Authority has drawn up a special map for ship spotter's with the best places to spot a huge container vessel, a powerful tug or heavily loaded tanker.
Source: <http://www.portofantwerp.com/en/ship-spotting>

Sutherland Translation and Language 2014

Sluiten

Appendix A (23)

Printscreen of *Walpersen*. Port of Rotterdam termbase; entry number 641; subject Sea and Inland Shipping, Port and Infrastructure.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Flags layout 100

wal (No filter)


Terms

Browse

- Verkeersonderneming
- verlader
- verontreinigde bagger
- verontreinigde baggerspecie
- verontreinigde materialen
- verontreinigd schroot
- vertrekreizen
- vervoer over de weg
- vervoersdocument
- verzekering
- verzelfstandiging van het GHR
- Vessel Traffic Services
- vestigingsplaatsfactoren
- vingerpier
- vlaggenstaten
- vlees
- voedings- en genotmiddelen
- voedingsmiddelenindustrie
- voorbereiding
- vorkheftruck
- vrachtwagen
- VRC. Vereniging van Rotterdamse
- VTS
- vuurwerk
- V&W
- Waal- en Eemhaven
- wachtchef
- walpersen**
- walradar
- walstroom
- watersport
- waterwegen
- wegeninfrastructuur
- wegenverkeersreglement
- weg- en waterbouw
- wegtransport
- wegtransportbedrijf
- wegtransportbedrijven
- wegtransportbeleid
- wegtransportmiddel
- werkgelegenheid
- werkgever
- werknemer
- werknemers in de scheepvaart
- Westerschelde
- Westerscheldetunnel
- wethouder
- Witboek Transport
- World Port Center
- WTO
- zakelijke diensten
- zee/binnenscheepvaart

ADNR (vervoer gevaarlijke stoffen ove... : Port... duwboot : Port of Rotterdam walpersen : Port of Rotterdam

Entry number: 641
Subject: Sea and Inland Shipping, Port and Infrastructure
Illustration:



Dutch

Definition: Bij **walpersen** perst een zandzuiger het zand door een drijvende leiding om het op de juiste plek aan de **wal** te krijgen.

walpersen

Context: Hopperzuiger "Reimerswaal" kan zand winnen voor kustbescherming en strandophoging. Het schip kan 'rainbowen' en 'walpersen' via de boegkoppeling. Het 'rainbowen' kan over een afstand van 60 meter en het 'walpersen' over een afstand van twee kilometer.

Source: <http://dekoويمangroep.nl/nieuws/persbericht-voor-open-dag-reimerswaal/>

English

shore supply

Context: The sand and gravel hopper dredger "Reimerswaal" can excavate sand for coastal protection and beach reclamation. The vessel can rainbow and undertake shore supply via the bow coupling. This rainbowing can be effected over a distance of 60 m. Shore supply can be effected over a distance of two kilometres.

Source: <http://dekoويمangroep.nl/en/nieuws/press-release-for-open-day-reimerswaal/>

shore pumping

Context: A trailing suction hopper dredger can empty its hopper in a variety of different ways: Pumping – Using jet pumps or water jets to pump water into the hopper at high pressure so that the sand becomes 'fluid' again. The dredge pumps can then pump the resulting mixture through a pipeline which is connected to the vessel.

Source: <http://www.vanoord.com/activities/trailing-suction-hopper-dredger>

Sutherland Translation and Language 2014

Sluiten

Appendix A (24)

Printscreen of *automatically guided vehicles (agvis)*. Port of Rotterdam termbase; entry number 631; subject Port and Infrastructure.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help


(No input model)

Dutch English Flags layout 100

spotter (No filter)

Terms ADNR (vervoer gevaarlijke stoffen ove... : Port... Automatisch Gestuurd Voertuig : Port of Rotterdam

Entry number: 631
Subject: Port and Infrastructure
Illustration:



Dutch

Definition: Zelfrijdend voertuig bestuurd door een computerprogramma in combinatie met gps-, laser- of andere signalering ten behoeve van automatisch transport bij laden/lossen op containerterminals.

Automatisch Gestuurd Voertuig

Context: Deze volledig automatisch gestuurde voertuigen zijn ontwikkeld voor het transporteren van ISO containers van 20', 40', 45' of 2x20' in haventerminals of containeropslagplaatsen.

Type: Full form
Source: <http://www.vdlcontainersystemen.com/?page/4392452/AGV.aspx>

Automatisch Geleid Voertuig

Type: Full form
Context: Deze twee oranjeblauwe Automatisch Geleide Voertuigen (AGV's) maken deel uit van een wagenpark van 37 batterij-aangedreven AGV's voor de nieuwe containerterminal van APM Terminals (APMT).

Source: <http://www.maritiemnederland.com/techniek-innovatie/futuristische-containerterminal-krijgt-vorm/item1245>

AGV

Context: De besturing van de AGV is zeer nauwkeurig, dit resulteert in een minimaal vereiste ruimte voor de handling van een container waardoor je minder terminaloppervlakte nodig hebt.

Type: Acronym
Source: <http://www.vdlcontainersystemen.com/?page/4392452/AGV.aspx>

zelfrijdend voertuig

Context: "Daarom wil ik grootschalige testen van zelfrijdende voertuigen in Nederland mogelijk maken, ook op de openbare weg waar dat mogelijk en verantwoord is", schrijft Minister Schultz van Haegen.

Status: Do not use
Source: <http://www.nieuwsbladtransport.nl/Nieuws/Article/tabid/85/ArticleID/41046/ArticleName/Binnenvijfjaarzelf>

English

Definition: Unmanned vehicles equipped with automatic guidance equipment which follow a prescribed path, stopping at each necessary station for automatic or manual loading or unloading.

Source: http://dictionary.babylon.com/automated_guided_vehicle_system/

Automated Guided Vehicle

Context: Terex Port Solutions offers include unmanned, automated container transport vehicles or AGVs (Automated Guided Vehicles) which offer ground handling solutions for rapid and economical container...

Sluiten

Appendix A (25)

Printscreen of *flatrack*. Port of Rotterdam termbase; entry number 182; subject Sea and Inland Shipping, Port and Infrastructure.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Flags layout 100

flat (No filter)


Terms

Browse

- drugs
- duwbak
- duwboot
- duwboot
- duwcombinatie
- duweenheid
- duwkonvooi
- duwschip
- duwschip
- duwstel
- duwvaart
- duwvrachtschip
- economie
- ECT
- EDI (Electronic Data Interchange)
- energiebron
- erts
- ertsen
- Eurogeul
- Europe Container Terminals
- Europese Spoorruimte
- Europoort
- Eurotunnel
- evenement
- expediteur
- feederdienst
- financiële dienst
- flatrack**
- fosfaten
- fuels hub
- functioneel programma van eisen
- gasolie
- gebruikte goederen
- geconditioneerde opslag
- geconditioneerd transport
- gekoelde opslag
- geleidewerk
- gelijk speelveld
- gemeenteraad
- Gemeente Rotterdam
- geuler
- gevaarlijke stoffen (reglement)
- gezondheidsrisico
- gijsen
- glooiing
- goederen
- goederen behandelen
- goederenbewerking
- goederenbewerking
- goederen laden en/of lossen
- goederensoorten
- goederenstromen

ADNR (vervoer gevaarlijke stoffen ove... : Port... flatrack : Port of Rotterdam

Entry number: 182
Subject: Sea and Inland Shipping, Port and Infrastructure
Illustration:



Dutch

Definition: Is een container voor ladingen met afmetingen die buiten de normale container afmetingen vallen. De lading kan door middel van dakleden afgedekt worden.
Source: <http://www.jongsma.nl/containers/nederlands/container-type/flat-rack-container/40-ft.html>

flatrack

Context: Voor ons zijn zendingen zelden te lang, te breed, te hoog of te zwaar. Ladingen met overhoogte en/of overbreedte, ook wel project cargo genoemd, lashed we in een open top container of op een flatrack.
Source: <http://www.embassylogistics.nl/activiteiten/stuwage/project-cargo/>

English

Definition: Flat Rack Containers are designed to transport cargo larger than the dimensions available in General Purpose and Open Top Containers. They consist of a flat bed with fixed or collapsible ends.
Source: <http://www.portcontainerservices.com.au/container-products/flat-rack-containers.htm>

flatrack

Context: Not every shipment is able to move within the confines of a container, it may be over length, over height or both but often can usually be loaded to appropriate equipment such as a flat rack or open top container.
Source: <http://www.allworldcargo.co.uk/project-cargo.php>

Sutherland Translation and Language 2014

Sluiten

Appendix A (26) (Spoken Terminology)

Printscreen of *aanpassen van ebbe*. Port of Rotterdam termbase;
entry number 626; subject Sea and Inland Shipping.

SDL MultiTerm - Port of Rotterdam

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Flags layout 100

ebbe (No filter)

Terms

Browse

- aanbesteding
- aanbiedingsbrief
- aanleg van Maasvlakte 2
- aanpassen van ebbe**
- aanpassing
- aansluiting koelcontainer
- aansluitpunt koelcontainer
- aardgas
- aardgasproduct
- aardolie
- aardolie-industrie
- aardolieproduct
- achteranker
- achterlandverbinding
- Achtste Petroleumhaven;
- actie
- activiteitenstrand
- ADN (Europees Verdrag inzake he
- ADNR (vervoer gevaarlijke stoffen
- ADR (vervoer gevaarlijke stoffen o
- adviesdiensten
- af rondingsverschillen mogelijk
- agribulk
- agrificatie
- AGV
- allergrootste schepen
- alternatieve energie
- alternatieve energie
- aluminium
- ankerplaats
- arbeidsinspectie
- arbeidsomstandigheden
- arbeidsvoorwaarden
- arbitrage (juridisch)
- auto-afzetplaats
- automatically guided vehicles (agv
- Automatisch Geleid Voertuig
- Automatisch Gestuurd Voertuig
- automobilindustrie
- autoponton
- badstrand
- baggerspecie
- Baltische Zee
- basculebrug
- bederfelijke goederen
- bedieningstijden bruggen en sluze
- bedienpost Rozenburgsesluis
- bedrijfsinformatie
- bedrijventerrein
- beheer
- bekendmaking aan de scheepvaart
- bemanningslid

Browse Hitlist Termbases

Terms

Catalog

ADNR (vervoer gevaarlijke stoffen ove... : Port... aanpassen van ebbe : Port of Rotterdam

Entry number: 626
Subject: Sea and Inland Shipping
Illustration:

Dutch

Definition: Manoeuvre van een tegen de ebstroom invarend zee- of binnenschip dat vanaf de rivier voor de haveningang rond gaat en daarna achteruit naar binnen vaart.

Source: Loodswezen Rotterdam-Rijnmond

aanpassen van ebbe
Notes: antonym: aanpassen van vloed

van ebbe werken
Notes: antonym: van de vloeie werken

English

Definition: A sea-going or inland vessel, sailing upriver against the ebb tide, will start its manoeuvre by turning opposite the harbour entrance and will then back in stern first.

ebb tide manoeuvre
Notes: opposite: flood tide manoeuvre

ebb stream manoeuvre
Notes: opposite: flood stream manoeuvre

Sluiten

Appendix B

(1)

Printscreen of *loodsdienstcoördinator*. Nederlands Loodswezen termbase; entry number 356; subject BV LDC.

SDL MultiTerm - Loodswezen

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Source/Target 100


ebbe (No filter)

Terms

Browse

- aandeelhouder
- algemene raad
- bedrijfsorganisatie
- beherend vennoot
- beroepsorganisatie
- besteldienst/besteldienstmedewerk
- bestuur van de Rlc
- BV
- davit & jollen systeem
- dekbevestiging
- diesel-elektrisch voortstuwingssyst
- directie en management
- electriciteits voorziening
- Fiberlight netten
- golfcompensatiesysteem
- hijdraad
- hoofschakelbord
- hydraulisch werkend A-frame
- jol
- klasse notatie
- lastreep
- LDC
- ledenvergadering
- loodsdienstcoördinator**
- loodsenassociatie
- loodsjol
- loodskotter
- loodstender
- loodstender
- loodsvaartuig
- Master Maritime Piloting
- MMP
- Nederlandse loodsenorganisatie
- NLBV
- onderwijsinstelling
- pilot station vessel
- regionale ledenvergadering
- regionale loodsenassociatie
- Regionale loodsenorganisatie
- Rlc
- RLC, Rlc, rlc,
- schakelbord
- schakelkast
- secretaris
- Stichting Opleiding en Deskundigh
- stille vennoot
- STODEL
- SwATH
- vaste schroef
- vennoot
- vennootschap
- zelffrichtend

Entry number: 356
Subject: BV LDC
Illustration:



Dutch

Definition: De loodsdienstcoördinator – lodico in Loodswezen-taal – zorgt ervoor dat een loods tijdig op een schip is dat belooft moet worden.

Source: <http://www.werkenbijhetloodswezen.nl/nl/functies/1483,31,1,5/>

loodsdienstcoördinator

Context: Een loodsdienstcoördinator organiseert en plant loodsdiensten. Voorbeelden van werkzaamheden: analyseert informatie over scheepsbewegingen, zet loodsen in op schepen, coördineert het werk van loodsen, geeft informatie aan kapiteins en loodsen over weersomstandigheden en bedient communicatieapparatuur (<http://www.kiesjesticie.nl/beroep7400-Loodsdienstcoordinator.html>).

Notes: de loodsdienstcoördinator werkt bij de afdeling loodsdienstcoördinatie

LDC

Type: Acronym

besteldienst/besteldienstmedewerker

Status: Forbidden

Notes: verouderde term

English

Definition: The Pilotage Dispatch Department organizes the availability and timely assignment of qualified pilots to ingoing or outgoing ships that require pilotage and to ensure that, if necessary, pilots are timely released from duty.

Source: Rotterdam-Rijnmond ISPO manual chapter 3.1. Document no. 1450 June 2013

pilot dispatcher

Context: The pilot dispatcher is the shipping trade's point of contact for sailing to and from Norwegian ports and in transit along the coast (http://www.kystverket.no/en/EN_Maritime-Services/Pilot-Services/Pilot-Dispatch-/)

Context: When calling dispatch it is of great help if the Dispatcher knows at the outset what type of call is coming in such as "a new order" or "a change in an existing order" (<http://www.atlanticpilotage.com/eng/contact-us/ordering-a-pilot.html>);

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Sluiten

Appendix B (2)

Printscreen of *Nederlandse loodsencorporatie*. Nederlands Loodswezen termbase; entry number 335; subject Loodswezen Beroep (Nlc & Rlc).

The screenshot shows the SDL MultiTerm software interface. The window title is "SDL MultiTerm - Loodswezen". The menu bar includes "Termbase", "Edit", "Search", "Navigation", "View", "Tools", and "Help". The toolbar contains various icons for file operations and search. The interface is set to "Dutch" source and "English" target, with a search filter of "100" and "No filter" applied. The left pane shows a list of terms, with "Nederlandse loodsencorporatie" selected. The main pane displays the entry details for "Nederlandse loodsencorporatie" (Entry number: 335, Subject: Loodswezen Beroep (Nlc & Rlc)).

Terms

Browse

- aandeelhouder
- algemene raad
- bedrijfsorganisatie
- beherend vennoot
- beroepsorganisatie
- besteldienst/besteldienstmedewerk
- bestuur van de Rlc
- BV
- davit & jollen systeem
- dekbevestiging
- diesel-elektrisch voortstuwingssyst
- directie en management
- electriciteits voorziening
- Fiberlight netten
- golfcompensatiesysteem
- hijdraad
- hoofschakelbord
- hydraulisch werkend A-frame
- jol
- klasse notatie
- lastreep
- LDC
- ledenvergadering
- loodsdienstcoördinator
- loodsenassociatie
- loodsjol
- loodskotter
- loodstender
- loodstender
- loodsvaarttuig
- Master Maritime Piloting
- MMP
- Nederlandse loodsencorporatie**
- NLBV
- onderwijsinstelling
- pilot station vessel
- regionale ledenvergadering
- regionale loodsenassociatie
- Regionale loodsencorporatie
- Rlc
- RLC, RLc, rlc,
- schakelbord
- schakelkast
- secretaris
- Stichting Opleiding en Deskundigh
- stille vennoot
- STODEL
- SwATH
- vaste schroef
- vennoot
- vennootschap
- zelfrichtend

Regionalen loodsencorporatie : Loodswezen aandeelhouder : Loodswezen reefer rack : Port of Rotterdam Nederlandse loodsencorp

Entry number: 335
Subject: Loodswezen Beroep (Nlc & Rlc)

Dutch

Definition: De gezamenlijke registerloodsen van Nederland, vormt de beroepsorganisatie (de Nlc en Rlc). Antoniem: bedrijfsorganisatie.

Nederlandse loodsencorporatie

Context: De gezamenlijke registerloodsen vormen de Nederlandse loodsencorporatie. De corporatie is een openbaar lichaam van beroep als bedoeld in artikel 134 van de Grondwet.

Source: Art. 10-3 Loodsenwet 1988

Context: De Nlc is bevoegd om via interne regelingen (verordeningen) de kwaliteit van het beroep te bevorderen, te reguleren en te bewaken.

Source: Art. 10-13 Loodsenwet 1988

Notes: Corporatie is een als zelfstandige eenheid of organisatie naar buiten optredend lichaam of samenwerkingsverband.

Source: <http://jw.juridischwoordenboek.com/contentDefinition.asp?termRechtsgebiedId=1005199>

English

Definition: The combined Dutch registered maritime pilots, gathered in a professional organisation (the Nlc and Rlc).
Antonym: company.

Dutch Maritime Pilot's Association

Notes: The professional organisation has the status of an independent body for the profession under public law, recognized by the Dutch government, which has the power to promote, monitor and regulate the quality of the profession by means of internal regulations (orders).

Notes: Do not use corporation. A corporation is a large company (BrE) or group of companies (AmE). A public corporation is a company owned and managed by the government. (they are not good translation equivalents) (Foster 2009).

Notes: An association is a group of people or organizations who have the same aims or do the same kind of work (Longman Business English Dictionary 2007).

Notes: Organisation and association are almost synonyms.

Nlc

Type: Acronym
Status: Approved

NLC, NLC, nlc

Type: Acronym
Status: Forbidden

Sutherland Translation and Language 2014

Sluiten

Appendix B (3)

Printscreen of *algemene raad*. Nederlands Loodswezen termbase;
entry number 330; subject Loodswezen Beroep (Nlc & Rlc).

The screenshot displays the SDL MultiTerm software interface for the 'Loodswezen' termbase. The window title is 'SDL MultiTerm - Loodswezen'. The menu bar includes 'Termbase', 'Edit', 'Search', 'Navigation', 'View', 'Tools', and 'Help'. The toolbar contains various icons for file operations and navigation. The interface is set to 'Dutch' source and 'English' target, with a search filter of '100' and 'No filter' applied. The left pane shows a list of terms under 'Browse', with 'algemene raad' selected. The right pane displays the entry details for 'algemene raad' (entry number 330, subject 'Loodswezen Beroep (Nlc & Rlc)').

Terms

Browse

- aandeelhouder
- algemene raad**
- bedrijfsorganisatie
- beherend vennoot
- beroepsorganisatie
- besteldienst/besteldienstmedewerk
- bestuur van de Rlc
- BV
- davit & jollen systeem
- dekbevestiging
- diesel-elektrisch voortstuwingsyst
- directie en management
- electriciteits voorziening
- Fiberlight netten
- golfcompensatiesysteem
- hijdraad
- hoofschakelbord
- hydraulisch werkend A-frame
- jol
- klasse notatie
- lastreep
- LDC
- ledenvergadering
- loodsdienstcoördinator
- loodsenassociatie
- loodsjol
- loodskotter
- loodstender
- loodstender
- loodsvaartuig
- Master Maritime Piloting
- MMP
- Nederlandse loodsencorporatie
- NLBV
- onderwijsinstelling
- pilot station vessel
- regionale ledenvergadering
- regionale loodsensassociatie
- Regionale loodsencorporatie
- Rlc
- RLC, RLc, rlc.
- schakelbord
- schakelkast
- secretaris
- Stichting Opleiding en Deskundigh
- stille vennoot
- STODEL
- SWATH
- vaste schroef
- vennoot
- vennootschap
- zelfrichtend

Regional loodsencorporatie : Loodswezen aandeelhouder : Loodswezen reefer rack : Port of Rotterdam algemene raad : Loodswez

Entry number: 330
Subject: Loodswezen Beroep (Nlc & Rlc)

Dutch

Definition: Het orgaan dat het bestuur van de Nlc, de beroepsorganisatie van registerloodsen, vormt en bestaat uit de Nlc voorzitter, en de voorzitters van de Rlc's of hun plaatsvervangers.

Source: Art. 6-9 Loodsenwet 1988.

algemene raad

Context: De corporatie heeft een voorzitter, een algemene raad en een ledenvergadering. De algemene raad voert het geldelijk beheer en het overige bestuur. Deze raad bestaat uit de voorzitter en de voorzitters van de regionale corporaties of hun plaatsvervangers.

Source: Art. 6-9 Loodsenwet.

English

Definition: Is the Dutch Maritime Pilots' Association's decision-making body, it comprises its president and the presidents or vice-presidents of the Regional Maritime Pilots' Associations.

general council

Notes: Compare European Central Bank: "The General Council comprises: the President of the ECB; the Vice-President of the ECB; the governors of the national central banks (NCBs) of the 28 EU Member States. <https://www.ecb.europa.eu/ecb/orga/decisions/genc/html/index.en.html>

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Sluiten

Appendix B (4)

Printscreen of *pilot station vessel*. Nederlands Loodswezen termbase;
entry number 353; subject BV Vloot.

SDL MultiTerm - Loodswezen

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Source/Target 100

ebbe (No filter)


Terms

Browse

- aandeelhouder
- algemene raad
- bedrijfsorganisatie
- beherend vennoot
- beroepsorganisatie
- besteldienst/besteldienstmedewerk
- bestuur van de Rlc
- BV
- davit & jollen systeem
- dekbevestiging
- diesel-elektrisch voortstuwingssyst
- directie en management
- electriciteits voorziening
- Fiberlight netten
- golfcompensatiesysteem
- hijdraad
- hoofschakelbord
- hydraulisch werkend A-frame
- jol
- klasse notatie
- lastreep
- LDC
- ledenvergadering
- loodsdienstcoördinator
- loodsenassociatie
- loodsjol
- loodskotter
- loodstender
- loodstender
- loodsvaartuig**
- Master Maritime Piloting
- MMP
- Nederlandse loodsencorporatie
- NLBV
- onderwijsinstelling
- pilot station vessel
- regionale ledenvergadering
- regionale loodsensociatie
- Regionale loodsencorporatie
- Rlc
- RLC, Rlc, rlc
- schakelbord
- schakelkast
- secretaris
- Stichting Opleiding en Deskundigh
- stille vennoot
- STODEL
- SWATH
- vaste schroef
- vennoot
- vennootschap
- zelfrichtend

Regionale loodsencorporatie : Loodswezen aandeelhouder : Loodswezen reefer rack : Port of Rotterdam loodsvaartuig : Loodswezen

Entry number: 353
Subject: **BV Vloot**
Illustration:



Dutch

Definition: Groot loodsvaartuig of stationsschip dat bij de havens van Rotterdam en Vlissingen permanent op zee (op het loodsstation) ligt. Het loodsvaartuig dient als basis voor de loodsen, die daarvandaan met de loodsjol naar de zeeschepen gebracht worden. Rechtstreeks vervoer van en naar de wal wordt verzorgd door loodstenders of SWATH.

Source: Nederlands Loodswezen

loodsvaartuig

Context: Het scheepsontwerp – een langere, scherpe en smalle rompvorm – zorgt ervoor dat het loodsvaartuig tijdens zware weersomstandigheden langer op zee kan blijven.

Source: <http://www.loodswezen.nl/nl/materieel/loodsvaartuig-p-klasse/2336/>

Notes: loodsvaartuig is de gebruikelijke term in de regio's Rotterdam, Amsterdam en Noord

loodskotter

Context: Ongeveer 22 mijl uit de kust van Vlissingen op de Steenbank ligt de loodskotter Menkar en wacht op schepen die beloofd moeten worden. Met behulp van de loodsjol worden loodsen van en aan boord gebracht.

Source: <http://www.nationalgeographic.nl/fotografie/foto/loodskotter-menkar>

Notes: loodskotter is de gebruikelijke term in Zeeland en Vlaanderen

pilot station vessel

Context: Het Nederlands Loodswezen en scheepswerf Barkmeijer Stroobos hebben vandaag de contracten getekend voor de bouw van drie zogenaamde Pilot Station Vessels (PSV's). Het verbeterde zeeganggedrag van de PSV's betekent ook dat de arbeidsomstandigheden aan boord beter zijn dan op de oude loodskotters.

Source: <http://www.barkmeijer.com/nl/nieuws/bericht/barkmeijer-krijgt-opdracht-voor-de-bouw-van-drie-grote-loodsvaartuigen-voor-het-nederlands-loodswezen>

English

pilot vessel

Context: Pilot vessel sizes range from 1000 ton to rather low displacement small vessels for operation in harbour entries and estuaries.

Source: <http://www.marin.nl/web/Ships-Structures/Merchant-vessels-Work-boats/Pilot-vessels.htm>

pilot cutter

Context: all other vessels will be warned in good time by the Wandeljaar pilot cutter and VTS-SM, and be requested to keep a safety distance

Source: http://www.fluxys.com/belgium/fr-be/Services/LNGTerminalling/ShipApprovalProcedure/~/_/media/Files/Services/LNG%20Terminalling/ShipApprovalProcedure/Nautical_management_measures%20pdf.ashx

pilot station vessel

Context: Conoship developed a new generation of Pilot station vessels. The design will replace the more than thirty year old cutters. Pilot Station Vessels are deployed offshore on a semi-permanent basis, providing a 'floating' base from were pilots are transferred by fast launches to and from inbound and outbound vessels.

Source: http://www.conoship.com/en_pilot-station-vessel-polaris,152.html

Sluiten

Appendix B (5)

Printscreen of *SWATH*. Nederlands Loodswezen termbase; entry number 354; subject BV Vloot.

SDL MultiTerm - Loodswezen

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Source/Target 100

reef (No filter)


Terms


Browse

- aandeelhouder
- algemene raad
- bedrijfsorganisatie
- beherend vennoot
- beroepsorganisatie
- besteldienst/besteldienstmedewerk
- bestuur van de Rlc
- BV
- davit & jollen systeem
- dekbevestiging
- diesel-elektrisch voortstuwingssyst
- directie en management
- electriciteits voorziening
- Fiberlight netten
- golfcompensatiesysteem
- hijdraad
- hoofschakelbord
- hydraulisch werkend A-frame
- jol
- klasse notatie
- lastreep
- LDC
- ledenvergadering
- loodsdienstcoördinator
- loodsenassociatie
- loodsjol
- loodskotter
- loodstender
- loodstender
- loodsvaartuig
- Master Maritime Piloting
- MMP
- Nederlandse loodsencorporatie
- NLBV
- onderwijsinstelling
- pilot station vessel
- regionale ledenvergadering
- regionale loodsensociatie
- Regionale loodsencorporatie
- Rlc
- RLC, Rlc, rlc.
- schakelbord
- schakelkast
- secretaris
- Stichting Opleiding en Deskundigh
- stille vennoot
- STODEL
- SWATH**
- vaste schroef
- vennoot
- vennootschap
- zelfrichtend


Regionale loodsencorporatie : Loodswezen aandeelhouder : Loodswezen reefer rack : Port of Rotterdam SWATH : Loodswezen

Entry number: 354
Subject: BV Vloot
Illustration:



 **Dutch**
Definition: SWATH ("Small Waterplane Area Twin Hull") is een rompontwerp dat net zoals de catamaran twee rompen heeft. Het verschil is dat een SWATH de oppervlakte van de waterlijn zo klein mogelijk is.
Source: <http://nl.wikipedia.org/wiki/SWATH>

SWATH
Context: Sindsdien werd ook voor de Jade Weser gekozen voor dezelfde SWATH-vaartuigen en werkt ook het Nederlandse Loodswezen met twee SWATH-tenders waarvan één in de Schelderegio werd ingezet.
Source: http://www.agentschapmdk.be/jaarboek_2011/jaarboek_page.php?id=24

 **English**
Definition: A Small Waterplane Area Twin Hull, better known by the acronym SWATH, is a twin-hull ship design that minimizes hull cross section area at the sea's surface.
Source: http://en.wikipedia.org/wiki/Small-waterplane-area_twin_hull

SWATH
Context: The new vessels will derive from the well proven SWATH pilot boats, which are in operation since 1999 in the German Bight and recently in the Dutch Waters.
Source: <http://www.marinelink.com/maritime/ABEKING-~26-RASMUSSEN>

Sutherland Translation and Language 2014

Sluiten

Appendix B (6)

Printscreen of *loodstender*. Nederlands Loodswezen termbase; entry number 2; subject BV Vloot.

SDL MultiTerm - Loodswezen

Termbase Edit Search Navigation View Tools Help


(No input model)

Dutch English Source/Target 100

stac (No filter)

loodstender : Loodswezen : Loodswezen aanleg van Maasvlakte 2 : Port of Rotterdam koelschip : Port of Rotterdam regionale e

Entry number: 2
Subject: BV Vloot
Illustration:



Dutch

Definition: Een snelle zeewaardige motorboot van staal of aluminium met een kleine bemanning die de loods vanaf de wal aan boord brengt van zeeschepen, of van uitvarende schepen de loods ophaalt en terug naar wal brengt. Een loodstender wordt ook gebruikt voor het transport van loodsen vanaf de wal naar het permanent op zee liggende loodsvaartuig (stationsvaartuig) en omgekeerd. Een loodstender is groter dan een loodsjol, maar kleiner dan een SWATH en een stationsvaartuig.

Source: <http://www.loodswezen.nl/nl/materieel/1583/>
Source: <http://nl.wikipedia.org/wiki/Loodstender>

loodstender

Context: Een jetgedreven tender wordt gebruikt om registerloodsen aan boord te zetten (beloodsen) of af te halen van zeeschepen. Het schip wordt voortgedreven met waterjets. Daardoor kan de tender ook bij hoge golven redelijk goed snelheid maken en zijn ze beter manoeuvreerbaar dan de conventionele tenders. Het Loodswezen maakt gebruik van verschillende type tenders: de Aquila klasse, de Discovery klasse en de Lynx klasse.

Source: <http://www.werkenbijhetloodswezen.nl/nl/jetgedreven-tender/1512/>

English

Definition: A pilot tender is a specialized steel or aluminium boat made specifically for boarding and disembarking pilots from ships at sea. The pilot tender picks up the pilots from shore and takes them out to meet the arriving vessels at the pilot station; or takes pilots from departing vessels at the disembarkation point and brings them back ashore. A pilot tender is also used to transport pilots between the shore and the pilot station vessel. The pilot tender is bigger than a pilot launch, the small launch operated in combination with the pilot station vessel, but smaller than a SWATH.

Source: http://www.columbiariverbarpilots.com/columbiariverbarpilots_transfers.html
Source: <http://www.sandyhookpilots.com/pilot-fleet.html>

Notes: In many countries the Dutch pilot tender is called pilot launch.

pilot tender

Notes: Pilot tender is the Dutch-oriented term. A tender is a ship or boat used to attend a larger one, esp. to carry passengers to and from shore or to supply goods and provisions (Shorter Oxford English Dictionary 2006).

Status: Preferred

pilot boat

Notes: Pilot boat is the more general term for pilot tender or pilot launch. Pilot launch is the preferred term in the international maritime world.

Status: Approved

Sluiten Locked by super since 30-5-2014 23:11:27

Appendix B (7)

Printscreen of *loodsjol*. Nederlands Loodswezen termbase; entry number 337; subject BV Vloot.

SDL MultiTerm - Loodswezen

Termbase Edit Search Navigation View Tools Help

(No input model)

Dutch English Source/Target 100

stac (No filter)


loodsjol : Loodswezen : Loodswezen aanleg van Maasvlakte 2 : Port of Rotterdam koelschip : Port of Rotterdam regionale econ

Terms

Browse

- aandeelhouder
- algemene raad
- bedrijfsorganisatie
- beherend vennoot
- beroepsorganisatie
- besteldienst/besteldienstmedewerk
- bestuur van de Rlc
- BV
- davit & jollen systeem
- dekbevestiging
- diesel-elektrisch voortstuwingsyst
- directie en management
- electriciteits voorziening
- Fiberlight netten
- golfoompensatiesysteem
- hijsdraad
- hoofschakelbord
- hydraulisch werkend A-frame
- jol
- klasse notatie
- lastreep
- LDC
- ledenvergadering
- loodsdienstcoördinator
- loodsenassociatie
- loodsjol**
- loodskotter
- loodstender
- loodsvaartuig
- Master Maritime Piloting
- MMP
- Nederlandse loodsencorporatie
- NLBV
- onderwijsinstelling
- pilot station vessel
- regionale ledenvergadering
- regionale loodsenassociatie
- Regionale loodsencorporatie
- Rlc
- RLC, Rlc, rlc,
- schakelbord
- schakelkast
- secretaris
- Stichting Opleiding en Deskundigh
- stille vennoot
- STODEL
- SwATH
- vaste schroef
- vennoot
- vennootschap
- zelfrichtend

Entry number: 337
Subject: BV Vloot
Illustration:



Dutch

Definition: Kleine zeewaardige open aluminium motorboot met waterjetaandrijving die vanaf een loodsvaartuig of loodskotter via een davitsysteem in en uit het water gehaald kan worden en dient voor het vervoer van loodsen van en naar de schepen. De loodsjol is kleiner dan de loodstender.

Source: <http://www.loodswezen.nl/nl/materieel/1583/>

loodsjol

Context: Een prachtige foto van een loodsjol (een klein jet-aangedreven loodsbootje) op weg naar loodsboot Polaris op het loodsstation bij Maasmond.

Source: <http://fotoguniek.nl/scheepvaart/schepen/loodsjol-containerschip-nordic-philip/>

jol

English

fast launch

Context: Fast launch to POLARIS coming to pick up the pilot at Maascenter pilot station

Source: <https://twitter.com/pilotbroers/status/336077470384128000>

fast launch craft

Type: Full form

Context: The SPC(H) type davit system is designed for launch and recovery of a fully manned Pilot FLC (Fast Launch Craft).

Source: DET NORSKE VERITAS. Report for Netherlands Loodswezen B.V. Pilot Station Vessel. Report no/DNV Reg No.: / 129T205-28 Rev 3, 2013-04-17

FLC

Type: Acronym

transfer boat

Status: Forbidden

Context: The transfer boats are launched using corresponding single-point davit systems positioned to starboard and port.

Source: <http://www.baw.de/en/wasserbau/projekte/projektarchiv/lotsenstationsschiffe/index.html>

yawl

Status: Forbidden

Context: A yawl (from Dutch jol) is a two-masted sailing craft

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Sluiten

Appendix B (8)

Printscreen of *MMP*. Nederlands Loodswezen termbase; entry number 14;
subject Nlc STODEL.

The screenshot displays the SDL MultiTerm application window titled 'SDL MultiTerm - Loodswezen'. The interface is divided into several sections:

- Menu and Toolbar:** At the top, there is a menu bar with 'Termbase', 'Edit', 'Search', 'Navigation', 'View', 'Tools', and 'Help'. Below it is a toolbar with various icons and a dropdown menu set to '(No input model)'.
- Language and Search Settings:** Below the toolbar, there are dropdown menus for 'Dutch' (source) and 'English' (target), with 'Source/Target' selected. A search box contains the number '100'.
- Termbase List (Left Panel):** A list of terms is shown under the heading 'Terms'. The list includes terms like 'aandeelhouder', 'algemene raad', 'bedrijfsorganisatie', and 'MMP'. 'MMP' is highlighted in blue.
- Entry Details (Right Panel):**
 - Entry number:** 14
 - Subject:** Nlc STODEL
 - Dutch:**
 - Definition:** De nieuwe hbo-master Opleiding tot registerloods: Master in Maritime Piloting van 81-86 ECTS, die wordt verzorgd namens de Nederlandse loodsencorporatie (Nlc) door STODEL en vanaf 2014 in de plaats is gekomen van de oude opleiding tot registerloods.
 - Source:** http://search.nvaov.net/files/522796d6d99ff_besluit%20NLC%20hbo-ma%20Opleiding%20tot%20registerloods%20Master%20in%20Maritime%20Piloting.pdf
 - Notes:** Een masteropleiding is een vervolg op een bacheloropleiding en duurt minimaal 1 jaar; <http://www.rijksoverheid.nl/onderwerpen/hoger-onderwijs/vraag-en-antwoord/wat-zijn-de-bachelor-master-en-associate-degree-in-het-hoger-onderwijs.html>
 - English:**
 - Definition:** The new hbo-master's degree Training Programme for Maritime Pilots: Master of Maritime Piloting (81-86 ECTS) given by the Dutch Maritime Pilots' Association (Nlc); MMP has replaced the old training programme from 2014.
 - Notes:** A hbo-master is a master's degree programme. <http://www.nuffic.nl/en/expertise/nuffic-glossary/hbo-masteropleiding/view>
 - Master Maritime Piloting:** Type: Full form
 - MMP:** Type: Acronym
- Footer:** At the bottom of the window, it says 'Sutherland Translation and Language 2014'.

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