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Dynamics of communication interaction areas

And their linguistic collateral

(on the example of translation of maritime discourse)

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Dissertation Annotation

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In the modern world areas of communication experience dynamics. This process leads to the formation of new scientific directions. Any new direction forms its own base of terminology or those resources it needs for its professional activities. Georgia is taking the first steps in the areas of communication interaction, and these steps are related to new areas of professional activity that did not exist before, or existed in some form in a secondary dimension, so much that due to socio-political developments, the whole policy of transport (and not only transport) field was primarily related to the Russian language.

Nowadays, in the conditions of modern globalization, Georgia undergoes permanent transition of almost all professional relations, first of all on a national basis, and at the next stage their internationalization. These processes put on the agenda the need to establish a solid terminology base that ensures perfect communication between professionals. In this regard, it is very important to update, refine, supplement and establish the existing linguistic base of maritime communication. Therefore we consider it **relevant** to analyse the communication in general and linguistic structure of communication in particular in this dissertation work, to typify its areas of communication and analyse their dynamics.

Based on the above considerations we set following **goals** in the study:

- ✓ Study of the interrelationships of cultural nature, linguistic on the one hand and on the other hand, taking into account the international, intercultural specifics of maritime communication;
- ✓ Description and analyses of maritime communication as intercultural (codified) field, and analysing verbal and non-verbal channels of its national and international aspects;
- ✓ Identify the phrasebook of communication interaction areas and describe / evaluate its dynamics and perform translation analysis.

In order to achieve these goals, we planned to solve the following **tasks**:

- ✓ Study and describe the interrelationship of channels due to the linguistic and cultural specifics of communication;

- ✓ Analyse verbal and non-verbal aspects of professional (maritime) communication;
- ✓ Identify and describe areas of communicative interactions;
- ✓ Define role partition in professional (maritime) communication conditioned by social hierarchy or other interrelations;
- ✓ Describe and evaluate professionally defined intercultural communication in the maritime field;
- ✓ Study the codified verbal and non-verbal methods of maritime communication and their national and international aspects;
- ✓ Conduct trnslation analyses of maritime communication;
- ✓ Analyse the provision of communication for the safety of passenger vessel;

We also consider the **object** selected by us for research to be important. In the paper we will study - describe and analyze - Georgian Maritime Vocabulary and Phrasebook (as it exists today), we will look for opportunities to transform / improve it; We define the prospects of bringing Georgian maritime terminology in line with international standards.

Given the fact that Georgia is an independent country, where the formation of a navy is planned in the future, the establishment of a maritime communication base is on the agenda, which will serve the professional communication of Georgian sailors. A ship is, in fact, a hierarchically composed mechanism with a military system, where there is a hierarchy represented by rank (senior and junior). Such paramilitary communication requires standard forms. This implies that forms of command or other relationship are generally accepted. We must also agree on the fact that some kind of dictionary material does not necessarily work in practice. Based on the above, the linguistic base of maritime communication should be updated and fully developed.

For the above reason, current state of Georgian maritime vocabulary is characterized by:

- ✓ The lack of relevant lexical material;

- ✓ The corpus of words in the lexicographical source is largely obsolete (updating dictionaries with the corpus of words date back to the last quarter of the last century, which once again emphasizes the necessity to carry out studies in this direction and conduct linguistic research);
- ✓ With no diversity of word formation (in most of the cases it's represented by calcification);
- ✓ Frequent inconsistency of existing definitions with the reality of modern maritime infrastructure.

Scientific novelty of the researched issue we think lies in the fact that in our research, in contrast to the papers created on the subject, an analysis of the relationship between the national and international aspects of the field of maritime communication as a specialized (codified) field of intercultural relations has been carried out. Also, the dynamics of the areas of communication interaction and their linguistic provision are identified and studied based on the scientific basis and analysis of empirical material.

The practical importance of the presented paper is undoubtedly shown by the fact that the Batumi State Maritime Academy (<https://old.bsma.edu.ge/main/page/1736/index.html>) is involved in a research project (working title "English-Georgian Printed and electronic translation / explanatory-illustrated dictionary of maritime terminology"), which aims to bring Georgian maritime terminology in line with international standards. Within the framework of the Memorandum of Understanding signed between the Academy and the State Language Department, a preparatory phase of the research project was carried out. A working group has been set up, composed of specialists from the Department of Foreign Languages and the field. The expected result of the project is also the standardization of the lexicographical, educational and legal framework in accordance with international requirements. Our involvement in this project is really important for our dissertation in terms of more novelty and relevance. At this stage, we have developed the terminology of the COLREGs (International Rules for the Prevention of Collisions at Sea, 1972 (COLREGs)) and plan to move on to study and develop the terminology of another convention.

All above, undoubtedly shows the theoretical as well as practical importance of the studied issue. Goals and objectives of the research determined its structure: it consists of an introduction, three chapters (seven subsections), a conclusion and a list of used literature.

The first chapter of the paper "**linguacultural nature of communication**" presents the theoretical basis of the research. It consists of 3 chapters which reviews, describes and analyzes: **I.I - the cultural essence of communication; I.II - Verbal and non-verbal aspects of communication; I.III - Areas of Communicative Interaction.** Also, dialogue, monologue, role partition in communication are analyzed.

The II chapter discusses "**Maritime communication as a specialized (codified) field of intercultural relations**".

The third chapter "**Phrasebook of communication interaction areas, its dynamics and translation analysis**" consists of 2 subchapters. They carry out and present - **III.I - Translation Analysis of Maritime Theme Phrasarium and III.II - Communication Analysis for Passenger Ship Safety.**

The joint analyses of theoretical and practical parts of the paper is conducted in the final part of the paper. conclusive part of the paper analyses.

List of references is attached to the paper.

Chapter I. Lingocultural Nature of Communication

I.I. Cultural aspects of Communication. Intercultural Communication

Communication - one of the aspects of human interaction in the process of their activities, which is both a necessary and specific condition of human life in society. As it is provoked by a problematic situation, a relationship, according to psychologists, is a simultaneous attitude, activity and process. The communicative objective is usually related to the orientation-planning activity of the subject of the relationship and includes a perceptual task that mediates the process of speech perception. Since this process is purposeful, selective and situational, the relationship is therefore two-way, and the meaning of the message generated and perceived in the dialogue process is

known to differ psychologically; Accordingly, the perceptual objective is transformed by the recipient from the assessment of the specific situation of the relationship and its place in it into this or that attitude.

Communication is considered as one of the special cases of interaction, "where the focus of coordination is on communication intentions, because it is the intentions that are the starting point of the whole relationship process, expressing the inner state of people" (Макаров М.Л. *Интерпретативный анализ дискурса в малой группе*. Тверь, 1998. pg. 42).

With the other meaning communication refers to means of communication (messaging), transport links, underground utility networks. For example, such as underground, air and other communications, communication system. The object of our research is communication in its original meaning, so much so that the purpose of our study is precisely the relationship between representatives of a particular professional (maritime) field. The scientific definition of the term is also related to this meaning. In the given linguistic encyclopedic dictionary "Communication is a special form of human interaction in the process of their cognitive-work action" (Гойхман О.Я. Надейни Г.М. *“Речевая коммуникация”*, 2005:6)

Modern communication space is rather a complex system in which one of the most important places is occupied by different types of communication. People behave differently in this or that situation and establish different relationships with people. In addition, the nature and features of communication are determined by the means of transmitting information, the subjects of communication, and so on. The number of types of communication in different sources is quite different from each other. At the same time, a functional approach to this issue allows us to distinguish the following types of communication: informative, functional-evaluative, recreational, persuasive and ritual.

Informative communication is the process of transmitting information about the outside world in which the communicator and the recipient live. The Internet makes available the World Scientific Library, any newspaper, the latest news.

Affective-evaluative communication is based on positive or negative feelings about other people. In this type of communication there are not objectively formulated facts, here there is subjectivity. All of these forms are affective-evaluative communication. This communication is an opportunity to strengthen or weaken the assessment and expression of feelings, which is impossible in the case of informative communication.

Recreational Communication involves various forms of communication that allow the speaker to unwind and relax. Such communication is created by people in imaginary situations, when they provide information to each other, tell stories, jokes, etc. More or less common forms of recreational communication are: various types of discussions, competitions, Olympiads, etc.

Persuasive Communication is a type of communication that is aimed at stimulating any action. It manifests itself in command, request, and advice. In such communication, participants influence each other. One of the well-known forms of this type of communication is advertising, the most important in it is manipulation when communicationg with others.

Ritual Communication is manifested in the performance of socially established behaviors. Take, for example, the relationship between teacher and student. When the teacher enters the classroom, everyone gets up. Acquaintances greet each other with a handshake .

The success of communication is determined by the integral nature of human communication behavior. In this context, interpersonal communication is a process governed by certain social regularities as well as culturally established rules. This process is determined by both external influences and the inner state of a person.

1. Contactivity is a special social quality based on a natural relationship. It is the ability to make psychological contact and gain trust;
2. Communicative compatibility arises on the basis of mutual understanding and is characterized by such undesirable communication outcomes as tension;
3. Adaptability does not mean a high level of personal freedom in relationships. It manifests itself in self-confidence and confidence in one's own principles. The relationship process is also influenced by self-control, self-awareness, relationship style. It is believed that people with high

self-control learn easy and have the ability to influence people at will. American scientist V. Goodikunst conducted a study, according to which the degree of self-control is higher in Americans than in the Japanese and Koreans (Gudykunst, W. B. (1998). *Interpersonal commtexts*, Vol. 3. *Bridging differences: Effective intergroup communication* (3rd ed.). Sage Publications, Inc.:233).

Self-awareness is a trait of an individual to pay attention to his own actions. Self-awareness has personal and social aspects. F. Goodikunst in his study also showed that the fear factor is higher in Japanese and Koreans than in Americans. He explained this by saying that the Japanese are avoiding uncertainty. Public self-awareness depends on attention and concentration, how much it can influence others and ignore the social context, so it develops more in the individual culture. Human relationships are just as boundless and diverse as human society itself. This diversity is reflected in the different forms, types and types of communication. The following forms of communication are distinguished in modern communicativistics: interpersonal, mass and intercultural.

Interpersonal communication means the exchange of information and its interpretation by two or more individuals who come into contact with each other. Their relationship is considered to be a defining factor in interpersonal communication.

Like other forms of communication, interpersonal communication can be effective or ineffective. Many scientists believe that the degree of effectiveness depends on the relationship situation. For example: a person may be a successful communicator in relationships with peers or colleagues, but may crash with people of a different age or other social status.

Most experts believe that talking about intercultural communication is only valid if people are from different cultures and consider what does not belong to their culture to others, but not unacceptable. Relationships are intercultural when participants are introduced to the traditions, customs, rules of conduct, and norms of everyday relationships. It is in this kind of relationship that both ordinary, familiar, as well as unusual, foreign qualities are revealed.

By itself intercultural communication is interpersonal, when one of its participants finds something different in the other's culture, unusual for him, the difficulty in the relationship is caused by this difference (Larry A. Samovar, Richard E. Porter. Wadsworth Pub., 1991:11), because the given message is deciphered by communicators, which confuses them. causes. For example: it is a common occurrence for an American to cross legs, because it is very convenient for him, but for a representative of Eastern culture, such a sitting of the speaker is insulting and completely unacceptable. Thus, for successful communication in dealing with a representative of another culture, one must behave the way they behave.

The concept of culture is very broad and diverse. It is being studied by representatives of social and humanitarian sciences Modern scholars have agreed to view culture as a process of defining meaning. As L. Ionin notes that "the sociology of culture provides a synthesis of interdisciplinary approaches and sociological foundations" and therefore examines the processes that define meaning in three areas: the definition of meaning in everyday action, the institutional production of meaning, and the common mental frameworks through which meaning is created (Ионин Л. Г. Культура и социальная структура // Социологические исследования. 1996. № 3. С. 31-42:93). Culture is often thought of as something that connects us to other members of our group, and based on this difference we separate ourselves from members of other groups. If we share certain people's worldviews, attitudes towards this or that issue, lifestyle, behavior, we attribute ourselves to the same culture or subculture. We can also talk about "cultural differences" when we find ourselves in a new situation or have a relationship with a new group and see that the ways and actions of cognition of the world acceptable to us are different from them. The culture seen in this regard can represent an entire group or community and thus, we distinguish the cultures of different nations from one another.

The study of intercultural communication began in the second half of the twentieth century, in 1945, after the book "Culture as Communication" by Hall and Rager. The concept of "intercultural communication" was first used to reflect the specifics of relationships between people of different cultures. In 1959, Hall's new work, *Mute Language*, was published, in which the author further

developed his ideas and showed the close connection between culture and communication. His thesis - "Communication - this is culture, culture - this is communication", sparked lively discussions in scientific circles. In 1960, intercultural communication took the form of a teaching discipline in US universities. In the 70s, the first 12 magazines on intercultural issues appeared. Problems with communication, culture, language, and in particular negotiation were discussed in the pages of these magazines. By this time, the cognitive apparatus of the new discipline had become richer: new terms appeared alongside the notion of "intercultural": "cross-cultural", "multicultural", "multiculturalism".

Intercultural communication involves relationships between different cultures in which, in extreme cases, at least one participant can speak a non-native language. In the modern world, where English has acquired the status of a language of international relations, both participants in communication often speak a non-native language and this language incorporates the nuances of its own culture.

Culture and communication interact. For example: every culture has a different idea about this or that issue, let's say, courtesy. In many Asian countries it is considered very rude to ask your partner about the case if you are not sure he will give you the correct answer. If Americans say directly what they think, the Japanese and Arabs will not allow their partner to blush because they asked him something he could not answer, so in Japan it is considered rude to answer someone with one word: no. If a person does not want to accept an invitation, he does not respond directly, he says he has a lot to do, and so on. In the West, however, specific answers are avoided in this way. Willingly or unwillingly, people will be part of this or that socio-cultural group throughout their lives. Each such group includes a microculture and has both similarities and differences. Differences can be caused by social attitudes, education, traditions, and other goals.

The study of the communicative ideal initiated by I. A. Sternin showed that the national communicative behavior is an important component of the national mentality. According to the author, "Communicative ideal is a set of interlocutor traits, which are considered by the

representatives of a certain communicative culture as a desirable, pleasant, positive attitude towards the interlocutor, ease of communication with him, to maintain communicative attitudes.

(Стренин И.А. Коммуникативное поведение в структуре национальной культуры//Этнокультурная специфика языкового сознания. – М., 1996.)

Culture not only influences communication, but also can be influenced by it. Often this happens in the process of inculcation, when a person assimilates the norms of culture in one form or another of communication. We study culture in different ways. for example; By reading, listening to strangers, observing, and interacting with acquaintances and strangers, we influence our culture, which later becomes one of the forms of communication. Finally, the distinguishing features of cultures can be interpreted as the difference between verbal and nonverbal codes in a specific context of communication. Age, gender, profession, social status of communication affect the process of interpretation.

I.II Verbal and Non-Verbal Aspects of Communication

Any culture has a language system that allows cultural carriers to communicate with each other. Various forms of linguistic communication in science are provided by verbal means of communication. Well-known verbal means belong primarily to speech, because through speech people receive and transmit a major part of vital, important information, however, it is only one element of language, so its functional capacity is less than that of the entire language system.

21st Century Linguistics is actively developing a direction according to which language is considered not just a tool of communication and cognition, but also as a cultural code. The basis of such an approach is v. Humboldt, a. Represents the works of Potebnia and others. This is echoed in the words of Humboldt: "The borders of the language of my nation are the borders of my worldview." (Гумбольдт В. Избранные труды по языкоzнанию : сборник работ - Новгород: Прогресс, 1984:397).

It is difficult to overestimate the importance of language in the culture of any people. In this evaluation each science notes its aspect. The importance of language in cultural literature is primarily conveyed by the following characteristic evidences. The language is:

- ✓ A mirror of culture, which reflects not only the world around a real person, but also the mentality of the people, its national character, traditions, customs, morals, humor and value system, the image of the world. (С. Г. Тер-Минасова *язык и межкультурная коммуникация, Слово / Slovo*, Москва, 2000:56).
- ✓ Treasure, the piggy bank of culture, as well as the knowledge of all material and spiritual values, accumulated by this or that people, stored in the language system: in folklore, books, oral and written speech.
- ✓ An instrument of culture, the shaper of a human personality, which assimilates the mentality, traditions and culture of its people through language.

In different scientific publications we see different definitions of language that have one thing in common: language is a means of expression and communication. Among the many functions of language is communication, which suggests that without language, any form of human communication becomes impossible.

Language serves communication, but since culture, as a specific sign of human integration with the outside world, can also be referred to as communication, it becomes clear that the relationship between language culture and communication is natural and inseparable.

As V. Levi Stross noted that "language is at the same time a product of culture, its most important component and the condition for the existence of culture, moreover, there is a specific means of culture, the facts of the formation of cultural codes" (КЛОД ЛЕВИ-СТРОСС СТРУКТУРНАЯ АНТРОПОЛОГИЯ, МОСКВА, ЭКСМО-ПРЕСС, 2001:68). The connection between language and culture can be seen in how the part and the whole relate. Language can be considered as a component of culture and a tool of culture, but at the same time language is automatic and can be considered independent of culture.

It is obvious that the typology of linguistic personality can be constructed on the basis of various criteria. When we want to consider a linguistic person in the linguistic-cultural aspect, we take the sociocultural sign as a starting point, and determine which subject to consider as a linguistic person and determine its model or type.

Therefore, language does not exist without us as an objective volume, it is in ourselves, in our consciousness, in our memory. V.A. Maslova writes that a person is considered as a bearer of a certain nationality, mentality, and language, who participates in joint activities with other representatives of national unity. (Маслова В. Лингвокультурология, 2001:67). Language is the only means that can help a person adequately perceive the world. V. Humboldt considers language to be a major activity of the human mind. In his view, for the adequate study of language it is necessary to take into account its close connection with human consciousness and thought, culture and spiritual life, for Humboldt language is the unified energy of the people, it is a collective phenomenon with a national form. Thus, the linguistic collective appears to be both a social and a linguistic concept of Humboldt's teachings (Gamkrelidze 2003:465).

Thus, language is an integral part of culture and its tool. It is a mirror of culture, the language clearly expresses the specific features of the national mentality.

Two main propositions have been identified in the Sepir and Worf hypotheses.

1. Language determines the ways of thinking of a nation speaking this language;
2. The way of perceiving the real world depends on what language the subjects think.

Sepir and Worf hypothesize that language is the basis of the image that is formed in each person and regulates the largest number of objects and events that are accumulated by observation of the outside world. Any subject or event is understandable to us when it has a name. An object or event that has no name simply does not exist for us. Given the name, we introduce a new concept into our already established system of thinking. In other words, we introduce a new element into the picture of the world we already have. It must be said that language not only describes the world but also creates the ideal world in our consciousness. It creates reality. Man sees the world as he speaks it, so Worf argues that people who speak different languages perceive the world differently

(Worf 1960: 162). Between language and the real world stands a person, the bearer of language and culture. It is precisely he who perceives and senses the world through the sensory organs. Based on this he encounters an idea of the world. They in turn share their thoughts, conclusions, ideas with other people. There is thinking between language and the real world (Sepir1993:45).

Nonverbal cues play an important role in interpersonal communication; It is estimated that 90% of human communication is through non-verbal means of expression (voice, expression and body movement) and on average only 10% (7-11%) is transmitted through verbal means (Adelman, Mara B and Levine Deena R. "Beyond Language: Cross-Cultural Communication", Prentice Hall Regents, New Jersey, 1993:45).

The use of non-verbal communications plays a very big role in the maritime field. Verbal communication is: communication between officers and privates (carried out by orders) communication between crew members, radio communication between the crew and the shore, or between the crew and other ships. Non-verbal communication takes different forms: gestures, signal flags, whistles, Morse code, traffic lights, traffic lights and more. Morse code, light signals, traffic lights, colored flags and others are used as international codes. They are used for safe navigation of the ship and also because of their simplicity. It is quite difficult to classify nonverbal communication. There are many theories about this. Types, external conditions, equipment of the participating parties are of great importance for non-verbal communication. We must take into account:

- Distance between the parties;
- The parties do not have equipment (tools) for communication;
- The parties are from different countries and are carriers of different cultures and speak different languages;

Ship mechanics used sign language in the machinery department in the 50s. Gestures and various signs were often used to convey the meaning of the words to each other, as verbal communication often failed because of the noise. Now these gestures are rarely used and are remembered only by elderly sailors.

Another means of nonverbal communication is signaling flags. In addition to having a flag flying under a particular country, the ship also has a different flag for each letter of the alphabet. Sailors often use the phonetic alphabet when transmitting messages by radio or telephone. The phonetic alphabet is defined words to identify and define different letters in a message. At this point we spell the words. For example: "SAILOR" can be deciphered as "Sierra alfa India lima Oscar Romeo" if we break the word according to the phonetic alphabet.

I.III Areas of communicative interaction.

Dialogue, Monologue, Role Partition Communications

Virtually everything that surrounds a person and constitutes his living environment is a communicative environment. In addition, part of this environment consists of objects, events that can be used as a communication function, and part - the communication environment itself, the main purpose of which is to convey a message. Note that the message is never sent for messaging only. Its purpose is to challenge the actions of the recipient (or the sender himself, who thinks of his own actions).

As you are aware, any dialogue, even a monologue, has its role partition, we aim to define the roles of individuals in this communication.

Human relationships are just as boundless and diverse as human society itself. This diversity is reflected in the different forms and types of communication. The following forms of communication are distinguished in modern communicativistics: interpersonal, mass and intercultural. Interpersonal communication means the exchange of information and its interpretation by two or more individuals who come into contact with each other. Their relationship is considered to be the determining factor of interpersonal communication.

Such factors as time and number of participants are very important to the nature of communication. Knowledge of context and perception of one's own position are important for interpersonal communication. Each person belongs to several social groups. Such groups: family,

nationality, gender, etc. Unification in them increases a person's independence; Avoid it in social isolation. This form of communication plays a major role in human socialization.

The interpersonal nature of communication implies that here we are dealing with the direct contact of a small group of people, that live territorially close and have the opportunity to carry out feedback. Interpersonal communication is always personal-oriented because it is based on the uniqueness of the partner, takes into account the emotional state of the partner, personal qualities and in turn expects reciprocal attention. Communication is a complex, two-way process that involves the process of encoding, transmitting, and decrypting messages. Effective communication requires a good communicator who conveys his message clearly and effectively to the presented audience. Communication plays a big role in the relationship between people.

Like other forms of communication, interpersonal communication can be effective or ineffective. Many scientists believe that the degree of effectiveness depends on the relationship situation. For example: a person may be a successful communicator in relationships with peers or colleagues, but may crash with people of another age or other social status, for example a hierarchical situation on board.

Interpersonal communication - is the process of exchanging information and interpreting it by two or more individuals in direct contact with each other..

There are three approaches to communication:

Monologue - Each communicator tries to state his position without thinking about influencing the speaker.

Dialogue - Communicators try to take into account each other's individual characteristics and, consequently, to transform their own consciousness.

Auto communication is derived from dialogic communication. Me-me (me is the othes state of permanent evolution of me. Dialoge communication takes place me-other. Me simply takes the other position, i.e. auto communication is the reduced version of dialogue communication.

The study of the effectiveness of communication has led scientists (Smith, Samovar, Porter) to conclude that effective interpersonal communication is a system of specific actions, skills, habits that are not genetic, they must be learned. The art of interpersonal communication is determined by how well a person can perceive and develop these actions. The habits, skills, qualities that are necessary for effective communication are reflected in the concept of "communicative competence". It consists of the following psychological properties:

- ✓ Person's ability to make communicative predictions of the situation in which the relationship will take place;
- ✓ Art of communication, ie. Opportunity to find appropriate tactics for the topic of communication and to implement a communication idea;
- ✓ The ability to understand yourself, your own and your partner's psychological potential;
- ✓ Ability to create self-esteem, self-regulation in the relationship process, ability to overcome psychological barriers, emotional mood according to the situation.

Thus, based on all the above, based on the opinions of scientists and researchers, we can formulate the following basic provisions:

- ✓ Intercultural communication can be thought of as a combination of different forms of communication, or as a relationship between people from different cultures and their groups.
- ✓ Communication, whether verbal or non-verbal, is of particular importance in the maritime field. Establishing effective communication with a seafarer is essential, and for this it is necessary to know both the maritime language - English and terminology.
- ✓ Role Partition is of particular importance in maritime communication. The ship, in fact, is hierarchically staffed by a military system, where there are captains, management-level and operation-level sailors, who obey the instructions and orders of the captain and management-level sailors

It should be noted that standard maritime communication is characterized by maximum linguistic compression and is expressed in the form of command. The commands are conveyed in phrases in which the information is minimized. This is well seen in standard maritime communication phrases (e.g.: *Dead slow ahead! Fuel stopped! Full speed ahead! Require radio medical assistance*).

Chapter II. Maritime Communication as a Specialized (codified) field of Intercultural Relations

As we already mentioned, the specifics of maritime communication are very distinct. It's noticeable to mention the issues with communication problems in the case of mixed (staffed with representatives of different nationalities) crews. The seafarers have to communicate with each other with the "bad" English and in extreme situations on board of the vessel they switch to their native language, what obviously, does not guarantee the success of communication, especially professional communication. Consequently, in our research, our intention is in-depth study of this issue.

The widespread use of the term communication facilitates to set up an idea of a seemingly simple verbal process that is easy for everyone to understand. Therefore, the expectations are often created as if we are dealing with an easy event, and this is where we encounter resistance. The communication is the very method failure of which can lead to many unpredicted conflicts and, on the contrary, the successful management of communication is capable of overcoming many conflicts and misunderstandings, including professional ones.

Let us compare two pictures:

The first – a seafarer, self-oriented, independent person who does not speak proper foreign language and is not sociable. On the one hand, he is an individual whose behavior might deserve praise, but what could be the result of relationship of the seafarer with other seafarers?! He prefers to act on his own, without contact with others, which can lead to wrong results.

The second – a seafarer, an individual endowed with the skills of communication, who can easily socialize with people and come to the right decision taking into account the opinion of others.

Maritime communication is one of the distinct forms of intercultural relations. Which a priori assumes the existence of a business or personal relationship of related or completely different, and in some cases seemingly opposite, representatives of opposite cultures. The analyses of maritime communication is very important with regards to its intercultural composition, as the communicative style of the communicator of any culture is directly influenced by his culture. Naturally, this kind of communication takes on a special load, or intensity on the vessels with multinational crew. Talks about culture are very sensitive, but essential as deficiencies in intercultural communication are the reasons to the number of accidents. This is what gave the incentive to English to become an international maritime language.

Communication failure is usually mostly caused by poor language skills. The language mainly used on board of the vessel is the national language of the crew, but as long as the modern vessels have international crew, a common maritime language has been introduced. The knowledge of English language is compulsory for the seafarers in order to conduct trade operations, communicate with shore or other ships and avoid errors connected with language leading to various misunderstandings. Poor knowledge of language skills creates barriers both between the ships themselves and between the shore and the ship. This is an essential basis of maritime accidents.

Statistics show that 20% of maritime incidents are related to language communication problems. The need of verbal communication between the representatives of the commercial maritime sector is of a crucial importance, because the vessel sails into the open sea, passes through the shallow waters and the probability of accidents is very high. When hiring a pilot at the port, both the ship and the pilot must be able to establish effective communication for safety. Those who work on passenger liners should be able to communicate well with passengers and should understand each other's language. Orders on the vessel between crew members are of a daily character. They make orders in "normal" and "emergency" situations. After a navigation watch, crew members also need to communicate during non-working hours.

There are official "Accident Reports" where all the data on maritime accidents are recorded. Often the causes of accidents are determined through the black box. In aviation, communication is

recorded in the black box. Such devices are also available on vessels, but the usage is limited and data from this source is often not available to accident researchers.

If we look through the reports of maritime accidents in the US, Canada, the UK, Australia and Denmark. We will see lots of examples where there are language-related issues with accidents. The following issues can be identified:

- a) The issues between the crew members with different cultures. *The vessel Bunga Teratai Satu grounded due to incorrect course. An investigation revealed that one of the main reasons was cultural differences between crew members. The chief mate ordered the AB to determine the vessel's location by GPS every hour. The AB was obviously an intelligent young person with some six years seagoing experience. He had learnt to plot GPS positions but was not familiar with chart symbols or issues such as scale, or time/distance estimations. He did not realize the ship was standing into danger. He resumed his lookout duties assuming that the mate would make the appropriate alteration in due time. Such an attitude reflects a large 'power-distance' index12, a strict hierarchy, between the senior officers and junior officers and crew ([mair162_001.pdf \(atsb.gov.au\)](http://www.atsb.gov.au)).*
- b) The issues because of different culture, language between the crew and boatswain. *There was a case between the crew and the boatswain when cultural difference between the Chinese crew and American boatswain caused misunderstanding. The word "No" is considered to be impolite in China. They reply with "Yes" even though they know the reply should be "No". Thus, when entering the port, the pilot didn't get the correct reply from the engine department and bridge, which caused the accident.*
- c) The issues between the different culture, language crew and the passengers. *In early September, 1966, vacationers and business people were returning to Denmark from Norway via a ferry voyage across Skagerak Strait. The MF Skagerak was a sleek one year old ferry and was the namesake of the strait she crossed. The ferry suddenly shuddered and swung crazily off course. The ship was battered to death by the raging sea. All passengers were rescued due to timely rescue operations, but such a misunderstanding occurred: the passengers were ordered to arrive at the meeting place.*

They did not use microphones. Crew members were knocking on the cabins explaining the passengers how-to put-on life jackets and get to the meeting place. Several French passengers could not understand the instructions and thought they had been warned of arrival. They got dressed, took their luggage and went out to the meeting place, where they saw that all the passengers were wearing life jackets. Fortunately, the passengers survived through timely rescue operation but all this could have had bad consequences because of the language barrier. ([RDAF Squadron 722, Rescue of passengers & crew from the Ferry "Skagerak" / World Aviation Photography \(wordpress.com\)](#))

d) Issues because of different culture, language crew members and external communication, ship-to-ship. *The MARS report (2002) covers a series of VHF broadcasts that were monitored for three days. The ship sent a message in poor English as follows: "All ships, all ships, this is I have problem | with my rudder. My speed is 14 knots. Asking all ships to keep clear of me". Appropriate action was taken. At one point in this broadcast, many other listeners were asked by one of the ships if the ship had a radar problem. The words sounded almost identical - while, rudder - vertical wheel, rudder (on the hull of a ship or boat) and radar - radar station, radar. Representatives of different countries utter this or that word in completely different ways, namely, "it is my ruddah", "Is it your rada?", "Yes, it is my rodda, not my rudah" etc.*

Knowledge of English, an internationally recognized maritime language, maritime terms and phrases is of a vital importance for seafarers. This is an international requirement during the certification of seafarers, which is a crucial factor for safety during efficient and convenient cargo operations. However, there have been cases where even English speakers do not understand each other. Diverse types of English pronunciation of different nations and cultures. In addition, there are words that have different meanings in British and American versions. In this regard, great importance is paid to the processes of unification and standardization of professional language.

At the turn of the twentieth and twenty-first centuries, Georgian maritime terminology is changing rapidly. If Russian maritime phrases and terms were used during the Soviet period (most seafarers spoke fluent Russian), now Georgian maritime terminology is formed according to the

international standard system, so today the picture has changed significantly and most Georgian seafarers are good enough in maritime English, although there are still language issues. And a number of measures are taken to eliminate this in the maritime educational space. Batumi State Maritime Academy has introduced a Marlins Center for the Training of Maritime English, which aims to increase the level of knowledge of Maritime English for seafarers.

Chapter II. Phrasebook of communication interaction areas, its dynamics and translation analysis

III.I Translation analysis of the maritime field phrasebook

The study of maritime terminology and phrases has been going on for years and even today the discussion around research issues is not over. The main difficulty is due to the fact that the object of research is a structurally and semantically heterogeneous phenomenon, for the nomination of which different terms are used in the linguistic literature.

Many phrases that are actively used in everyday speech have their origins in navigation, in particular from the history of navigation. In fact, all this is metaphorical and nowadays the original meaning of the phrases is forgotten. The influence of other languages and cultures is enormous in the long list of English phrases of maritime origin.

There is no doubt that seafaring is also a source of much more unreliable etymology than any other field. This can be explained by the romantic image of sailors sailing, singing the team songs of seafarers and following a challenging lifestyle at sea. After all, the phrase ('cold enough to freeze the balls off a brass monkey' "It's so cold, so cold that a tooth beats a tooth" sounds quite convincing), which seems to stem from the fact that the connecting parts of the pipeline on the vessel were made of brass, and at the same time the pipeline was called "monkey" in ancient times; Or even POSH seems to mean ('Port out, starboard home') "to go out of port, to the right board". Fortunately, our attempt to distinguish truth from falsity is facilitated by the fact that over the centuries, maritime operations have been extensively documented in insurance records, newspaper articles, and in the full logbooks of the ship. The conditions and circumstances of the activity. The term "ship log-book" has an interesting etymology. In the old days, to calculate the movement of a

ship, a wooden plank was thrown from the hull with a rope. The running speed of the rope was measured by counting the time of the knots made on the rope. These parameters were then recorded in the ship's log-book. This is how we got the term "ship log-book" and "knot", a unit of speed at sea.

Below mentioned examples show once again the establishment of phraseologies of maritime origin in everyday speech and the forgetting of these origins.

1. Broad in the beam – с малым удлинением (о судне), широкозадый - ფიფი თებო.

Meaning - Having wide hips(თებო) or buttocks (ფუნდული).

Origin - This phrase derives from the nautical term 'beam' (ширина судна, გემის კილი, ტრავერზი) - the widest point of a ship. Beam is first recorded in Captain John Smith's invaluable record of early seafaring terms - The Seaman's Grammar, 1627: "Suppose a Ship of 300. Tunnes be 29 foot at the Beame."

The figurative use of beam referring to people's hips came into being in the 20th century. An early citation of that comes in Hugh Walpole's Hans Frost, 1929: "He stood watching disgustedly Bigges' broad beam." In the 20th century the term was been adapted to mean 'obese; having wide buttocks'. Presumably this metaphor was aided by the similarity of sound to 'broad in the bum'. Sir Hugh Seymour Walpole used the term 'broad beam' in this context in his 1929 novel Hans Frost: He stood watching disgustedly Bigges' broad beam.

2. Batten down the hatch – полуンドра, приготовиться к худшему - განგაშის ზარი, უარესისთვის მზად ყოფნა.

Meaning - Prepare for trouble.

Origin - 'Hatch' (ლუკის სახურავი) is one of those words with dozens of meanings in the dictionary. In this case we are looking at the 'opening in the deck of a ship' meaning. Ships' hatches, more formally called hatchways, were commonplace on sailing ships and were normally either open or covered with a wooden grating to allow for ventilation of the lower decks. When bad weather was imminent, the hatches were covered with tarpaulin and the covering was edged

with wooden strips, known as battens, to prevent it from blowing off. Not surprisingly, sailors called this 'battening down'.

3. Tell it to the marines - ври дальше, заливай; расскажи кому-нибудь другому - ѩзбо მოასტყუებელი კბილი დიდიხანია ამოვიღეო; კარგი,რაა.

Meaning A scornful response to a tall and unbelieved story.

Origin

The US Marine Corps are probably the best-known marines these days and this American-sounding phrase is often thought to refer to them. This isn't an American phrase though and, although it has been known there since the 1830s, it originated in the UK and the marines in question were the Royal Marines.

The Duke of York's men were soldiers who had been enlisted and trained to serve on-board ships. The recruits were considered green and not on a par with hardened sailors, hence the implication that marines were naive enough to believe ridiculous tales, but that sailors weren't. Most of the early citations give a fuller version of the phrase - "You may tell that to the marines, but the sailors will not believe it".

III.II Communication provision analysis for passenger ship safety

Maritime safety is a key goal of the International Maritime Organization (IMO). Consequently, the safety of the passengers of the passenger ship, where quite a large number of people are accumulated, is a matter of special interest of the International Maritime Organization.

Both the establishment and the history of the International Convention for the Safety of Life at Sea (SOLAS), 1974 are directly linked to the accidents of world-famous cruise ships. Accordingly, we have tried to analyze the accidents of passenger ships, which have made a significant contribution to the formation of one of the most important conventions of the IMO, as well as

significant and vital changes. Here, we will try to identify such important linguistic errors that are directly related to the safety of passenger vessels.

Accident №1

RMS Titanic was a British passenger liner operated by the White Star Line that sank in the North Atlantic Ocean on 15 April 1912, after striking an iceberg during her maiden voyage from Southampton to New York City (Of the estimated 2,224 passengers and crew aboard, more than 1,500 died). Titanic carried only a total of 20 lifeboats, four of which were collapsible and proved hard to launch during the sinking. The carried lifeboats were enough for 1,178 people - about half the number on board, and one third of her total capacity - due to the maritime safety regulations of those days.

Corresponding safety initiative:

One of their most important legacies was the establishment of the International Convention for the Safety of Life at Sea (SOLAS) in 1914. Besides in 1914 an International Ice Patrol was set up to monitor the presence of icebergs in the North Atlantic.

Accident №2

RMS Empress of Ireland was an ocean liner that sank near the mouth of the Saint Lawrence River in Canada following a collision in thick fog with the Norwegian collier Storstad in the early hours of 29 May 1914. Of the 1,477 people on board, 1,012 died.

Corresponding safety initiative:

As a result of the disaster, naval designers began to employ the raked bow with the top of the prow forward. This ensured that the energy of any collision would be minimized beneath the surface and only the parts of the bow above the waterline would be affected.

Accident №3

SS Morro Castle was an American ocean liner that caught fire and ran aground on the morning of September 8, 1934, en route from Havana, Cuba, to New York, United States, with the loss of 137 passengers and crew.

Corresponding safety initiative:

On May 22, 1928, the United States Congress passed the Merchant Marine Act of 1928, creating a \$250 million construction fund to be lent to U.S. shipping companies to replace old and outdated ships with new ones.

In order to investigate the issues associated with passenger ship safety that still occur at sea, we tried to investigate maritime accidents on a passenger ships (2014) and the results showed that in many cases the shortcoming relates to the inability of crew members to communicate effectively during onboard training.

Conclusion

Based on the goals and objectives set by us at the beginning of the research, based on research in the scientific literature and empirical material, the results of the research can be formulated as follows:

1. The study of the two-component communication - the linguistic component on the one hand, and the national-cultural essence on the other - takes on a special significance in professional activities such as maritime communication - in the case of a mixed (different nationalities) crew in a closed, confined space. Especially today, when there is a transition on a national basis of professional relations in Georgia, the issue of establishing a maritime phrasebook and terminology base, which ensure successful communication between professionals, is on the agenda and of a vital importance with special intensity;
2. Despite the common working, professional language, common work space and goals, which seem to guarantee the ease of understanding, in maritime communication, taking into account the diversity of communicators, we are dealing with multicultural intercultural communication within one language. It is especially important to consider the nature of the linguistic-cultural components of such communication and their interrelationships, and to research scientifically when the number of communicators may match the number of cultures represented;

3. The success or failure of maritime communication as a specialized (codified) form of intercultural relations is equally determined by its verbal and non-verbal channels and their (national and international) aspects of communicators what are the carriers and representatives of these languages, cultures;
4. Establishing a phrasebook of communication interaction areas, describing/evaluating its dynamics is also important from a translation point of view. Because areas of communicative interaction may have developed in parallel but in different national-cultural spaces. The linguistic toolkit used for maritime purposes should be in optimal (if not maximum) compliance with one common, intercultural code, while preserving national origins.

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