TRANSPOSITION IN THE IMO SMCP (2001) TRANSLATION

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Abstract

The language of seafarers is a fertile field of linguistic research, yet interest into this area has been mainly confined to aspects of language pedagogy and cross-cultural communication. However, the significant contribution of Prof. Dr. Boris Pritchard to the various linguistic aspects of maritime language is vital, being a source of inspiration for generations of maritime language researchers and un urge 'to dig deeper' into the area. This paper is only a tiny part of an extended research study that I have undertaken in my PhD thesis "Translating Maritime Language". It aims at analyzing the occurrences of the translation strategy of transposition in the Romanian translation of IMO SMCP (2001), a document drafted in English by IMO and recommended for use by multilingual seafarers in the international maritime setting. By means of our bilingual examples that we have selected from our corpus focus is laid on discussing several relevant cases covering changes in the number of noun, changes of word order (e.g. the position of the adjective), the word class, the syntactic functions and the verb voice with a view to identifying their compulsory or optional nature.

Keywords: *Maritime English, maritime Romanian, SMCP, source text, target text, translation strategy*

1. INTRODUCTION

In this paper we are going to discuss several significant cases of transposition, which include either obligatory or optional changes at the morpho-syntactic level, on the basis of bilingual English-Romanian examples of standard marine communication phrases. Mention needs to be made that the source language texts under analysis is an institutional text, namely, the official issue of Standard Marine Communication Phrases often referred to as IMO SMCP 2001, published by the International Maritime Organization in English in 2002 and its translation into Romanian as the target language (TL). IMO SMCP (2001) is a type of LSP text used in the context of SEASPEAK which is an LSP variety of limited functionality, syntax and vocabulary, a kind of controlled or block language where the main point is to avoid a communicative Babel among multilingual seafarers, especially when safety is an issue (cf. also Gotti 2003: 281 and Rogers 2015: 104). The idea should be pointed out that when embarking to translate these phrases into Romanian I firstly had in mind my second year students from Constanta Maritime University for whom most of these phrases were a hard nut to crack during the Maritime English classroom. Secondly, I think that the translation of these phrases represents an aid for Romanian speaking seafarers, the shore-based personnel operating in the domestic trade, Romanian maritime authorities as well as yacht and pleasure boat skippers, its main function being to provide linguistic competence in order to ensure the safety of navigation and protection of the marine environment.

2. SOME FEATURES OF IMO SMCP (2001) AND THEIR IMPLICATIONS FOR THE TRANSLATION ASSIGNMENT

The IMO SMCP (2001) represent an extension of the former *Standard Marine Navigational Vocabulary* (SMNV 1978/ 1985). The idea should be pointed out that the translation of IMO SMCP (2001) is SLT-oriented, which means that it requires the contents of the message to be preserved completely and precisely that is, to ensure semantic equivalence. On the other hand, as Professor Pritchard (2006: 263) points out "these phrases are an example of international institutionalization of the most important speech acts occurring in maritime communications" and therefore, the maritime translator must at the

same time ensure 'functional equivalence'. Following Pritchard (id. ibid.), I consider that the process of dealing with the translation of SMCP can be described as an attempt to find a middle ground between the semantic equivalence provided by Newmark (1988) and the functional equivalence as suggested by the Skopos Theory and explained by Hans Vermeer as "each text is produced for a given purpose and should serve this purpose. The Skopos rule reads as follows: translate/interpret/write in a way that enables your text/translation to function in the situation in which it is used and with the people who want to use it and precisely in the way they want it to function" (Vermeer 1989: 20).

The idea should be pointed out that the translation of IMO SMCP (2001) has been carried out in many European countries. For instance, in Netherlands the IMO SMCP (2001) was translated by Peter van Kluijven, Konijin and Kuyper-Heeres who are Maritime English Lecturers at the Rotterdam College; in Germany, the translation was made by Prof. Dr. Peter Trenkner from Wismar University, whereas the translation of these phrases into Croatian was conducted by Prof. Dr. Boris Pritchard from the University of Rijeka. In Romania, some of the phrases (e.g. commands for anchoring, mooring, berthing, commands to the engine room) belonging to the former *Standard Marine Navigational Vocabulary* (1978/1985) were translated by Georgeta Albu and Paula Manolache and included in *Vocabular Frazeologic Englez - Român pentru Comunicaţii la Bordul Navei* which was published in 1999. These phrases form the basis of a controlled or block language, whose lexis and grammar are strictly regulated by simple rules. They are primarily written in order to be spoken and are part of spoken Maritime English (SEASPEAK) among multilingual seafarers. While, on the one hand, being considered as a standard micro-language, specifically designed to overcome or minimize miscommunication at sea among multilingual seafarers, these phrases also undergo some variation and change. This may be due to the fact that their users are non-native speakers of English, sharing the same goal but for whom intelligibility rather than accuracy holds the key (Francheschi 2014: 82). Therefore, on a closer analysis some of the typical features of English as a lingua franca emerge. For instance, phrases such as *How do you read? / Do you read? → Cum mă recepţionaţi/ recepţionaţi?* are the result of the ellipsis of an adverb of manner and an object and from the replacement of a modal verb with the auxiliary *do* as well as the ellipsis of an object. The purpose of these phrases, as prescribed in the Introduction of IMO SMCP (2001) are the following: to assist in the greater safety of navigation and the conduct of the ship; to standardize the language used in communication for navigation at sea, in port approaches, waterways and harbors, and on-board vessels with multilingual crews; to assist maritime training institutions in meeting the objectives mentioned above. These aspects determine the pragmatic nature of these phrases and the requirements for their translation. In the Introduction of these phrases the basic communicative features of IMO SMCP as a restricted or controlled language are also explained. Thus, the IMO SMCP (2001) is based on a basic knowledge of the English language which was drafted intentionally in a simplified version of Maritime English in order to reduce grammatical, lexical and idiomatic varieties to a tolerable minimum (see Table 1 below).

A1/1.1.5 List - danger of capsizing	**A1/1.1.5 Canarisire – pericol de răsturnare**
A1/1.1.5.1 I have / MV ... has dangerous list to port / starboard.	A1/1.1.5.1 Am canarisire periculoasă la babord / tribord / Nava … are canarisire periculoasa la babord / tribord; Sunt canarisit periculos la babord / tribord; Nava este canarisită periculos la babord / tribord.
A1/1.1.5.2 I / MV ... will ~ transfer cargo / bunkers to stop listing. ~ jettison cargo to stop listing.	A1/1.1.5.2 Voi transfera marfă / bunchere ca să opresc canarisirea; Voi arunca marfa peste bord ca sa opresc canarisirea / Nava… va arunca marfă peste bord ca să oprească canarisirea.
A1/1.1.5.3 I am / MV ... in danger of capsizing (list increasing).	A1/1.1.5.3 Sunt în pericol de răsturnare / Nava …. este în pericol de răsturnare (unghiul de canarisire crește).

Table 1. Example of IMO phrases and their Romanian translation

For this reason, structures have been standardized so as to exert their basic function, i.e. reducing misunderstanding in safety-related verbal communications at sea. The fact must also be added that these phrases are divided into External Communication Phrases (ship-to-ship and ship-to-shore, shore-to ship communication) and On-board Communication Phrases as far as their application is concerned and as Part A and Part B as to their status within the framework of IMO STCW (1978/1995) Convention, as revised. Part A represents an official idiom for mandatory use at sea in both spoken and written maritime communication, while part B deals with other on-board safety related phrases which can prove useful for Maritime English training, despite its non-mandatory use. Since these phrases are issued by the International Maritime Organization (IMO), they constitute an official idiom and are regarded as an institutional maritime text. In this respect the text of IMO SMCP (2001) includes the following parts: preamble, citations, recitals, enacting formula, enacting terms (main and final provisions). The Glossary of IMO SMCP (2001) lists the main terms together with their definitions, while the main part of the body of the legal instrument, lays down the phrases for mandatory, recommended and optional use (Pritchard 2006: 267). In addition, these phrases are thematically arranged, covering a number of maritime topics and representing the dominant speech acts in maritime communication.

3. TRANSPOSITION AS AN OBLIQUE TRANSLATION STRATEGY

In this section we are going to discuss several significant cases of transposition, which consist of either obligatory or optional changes at the syntactic level, on the basis of our bilingual maritime corpus, namely, our translation of IMO SMCP (2001). Vinay and Darbelnet (1958/1995) distinguish between two types of strategies used in translation, namely, direct and oblique. According to the authors, direct translation strategies cover three translation procedures: 1) borrowing, 2) calque, 3) literal translation. In those cases when literal translation is not possible, Vinay and Darbelnet consider that the strategy of oblique translation must be used. This strategy covers four procedures: 1) transposition, 2) modulation, 3) equivalence and 4) adaptation. Vinay and Darbelnet (1958/1995: 36) consider that transposition "involves replacing one-word class with another without changing the meaning of the message", distinguishing between two types: obligatory transposition and optional transposition.

Although Vinay and Darbelnet (1958/1995) do not use the word *shift* in discussing translation shift, that is in effect what they actually refer to. John Catford (1965) was the first to use the term translation shift in his seminal work *A Linguistic Theory of Translation* where he described two kinds of translation shifts, namely level shifts (between the levels of phonology, graphology, grammar and lexis) and category shifts (e.g. unbounded and bounded).

In his *Approaches to Translation*, Peter Newmark (1988: 85) uses the term transposition alternatively with the term shift stating that it involves "a change in the grammar from SL to TL" which translators use intuitively. Furthermore, Klaudia Gibová (2012: 36-37) sees transposition as "an intentional and often unavoidable change that occurs in the translation from SL into TL". She classifies transpositions into word-class and sentence-member transpositions. Word class transpositions refer to the change of word classes between SL and TL (e.g. the transposition of a verbal element into a TL nominal element), while sentence-member transpositions involve the change in the syntactic function of the target language (TL) element as compared to the source language (SL) element (e.g. the transposition between subject and object). The bilingual examples provided in this section have been selected from our larger bilingual corpus of maritime texts which has been used for our extended research study encompassing the analysis of maritime terminology in translation.

3.1. Word-class transpositions

The predominant type of transposition identified in our corpus is represented by word class transposition, because words and terms often change the class they belong to during translation. They are either obligatory or optional transpositions, whether they are imposed by the TL grammar rules or triggered by the translator's own preference. In Table 2 we have included several types of word class transpositions that we have come across when translating IMO SMCP (2001). These are mainly obligatory transpositions motivated by our reliance on economy of expression with this type of

discourse. According to our analysis, the verb in the ST often changes into a noun and occasionally into an adjective in the TT.

Maritime English	**Maritime Romanian**
Verb	Preposition + noun
Ship the fenders!	Baloanele de acostare **la bord!**
Preposition + noun	Adverb
I am manoeuvring **with difficulty.**	Manevrez **greu.**
Predicative prepositional phrase	Predicative adjective
I am **under attack** by pirates.	Sunt **atacat** de piraţi.
Manner clause	Adverb of manner
Steady **as she goes**!	Drept **aşa**!
Verb	Noun
I am **leaking** flammable cargo.	Am **scurgeri** de marfă inflamabilă.
You can anchor until pilot **arrives.**	Puteţi ancora până la **sosirea** pilotului.
It is not safe **to fire** a rocket.	Nu există siguranţă pentru **lansarea** unei rachete portbandulă.
Adjective	Noun
Keep **clear** of the approach channel.	Păstraţi **distanţa** de pasa de acces.
Is it **safe** to fire a rocket?	Există **siguranţă** pentru lansarea unei rachete portbandulă?
Noun	Predicative adjective
I have a **list** to port.	Sunt **canaristit** la babord.
Predicative Adjective	Verb
My anchor is **clear** of the bottom.	Ancora mea **s-a smuls** de fund.

Table 2. Use of obligatory and optional transpositions in translating IMO SMCP (2001)

The phrase *I have a dangerous **list** to port / starboard* can be rendered into Romanian in two different ways. The translator can either opt for a noun to noun rendering as in *Am **canarisire** periculoasă la babord / tribord* or a noun to a predicative adjective *Sunt **canarisit** periculos la babord*, which sounds more "maritime-like". In addition, several transitive verbs used in commands are transposed into Romanian by means of an adverb of place: ***Lower down** the ladder! → Schela / scara **la mal**!; **Ship** the fenders!→ Baloanele de acostare **la bord**!;* while others are transposed into negative imperatives in Romanian (i.e. **hold on!** → nu mai vira; **avast heaving in** → *nu mai vira!*). In addition, several gerundial and participial verbs are transposed into a noun when translated into Romanian (*reporting fire* → ***raportarea** incendiului;*

3.2. Change of word order – structure shifts and class shifts

One type of frequent shift is the change of word order, that is, a structure shift occurring at the level of the noun phrase, where the English *modifier + head noun* becomes *head + modifier* in maritime Romanian translation, irrespective of the class of words or terms to which the Maritime English modifier belongs, such as for instance:

- Adjectives: ***broad bow*** → *pro*v*ă lată;* ***good berth*** → *dană sigură;* ***weak swell*** → *hulă slabă;* ***white line*** → parâmă albă/ negudronată; ***wet fog*** → ceaţă umedă; ***wet goods*** → mărfuri lichide;
- Participles: ***broken stowage*** → *spaţiu mort;* ***built block*** → *macara asamblată;* ***given diameter*** → *diametru stabilit;* ***given speed*** → *viteză stabilită;* ***trimming moment*** → *moment de asietă;* ***trimming hatch*** → *gură de rujare;* ***turning angle*** → *unghi de giraţie;* ***turning buoy*** → *geamandură de giraţie;* ***graving dock*** → *doc de reparaţii;*
- Nouns: ***head line*** → *parâmă prova;* ***stern line*** → *parâmă pupa;*

Mention needs to be made that in English the adjective is placed before the noun in most cases, while in Romanian it comes after the noun in most cases (e.g ***charted*** *name – denumire* ***cartografiată****;* ***navigational*** *warnings → avize* ***de navigaţie****;* ***land*** *marks → repere* ***costiere****;* ***dangerous*** *wreck → epavă* ***periculoasă****;* ***hydrographic*** *operations → operaţiuni* ***hidrografice****; hazardous operation → operaţiune periculoasă;* etc. However, in Romanian there are also cases when the adjective is intentionally placed in front of the noun for emphasis reasons.

The idea should be pointed out that the change of word order is often accompanied by various types of changes. For instance, besides changing its position, the word or term functioning as premodifier in English may also undergo a change of morphological class, so that the translated term (e.g. compound or collocation) contains not only a structure shift but also a class shift, such as for instance:

- A premodifying adjective may become a prepositional noun phrase in translation: e.g.: ***deep*** *current → curent* ***de adâncime****;* ***degaussing*** *rig → instalaţie* ***de demagnetizare****;* ***storm*** *warning → aviz* ***de furtună****;*
- A pre-modifying noun can become an adjective in maritime Romanian: e.g.: ***gas*** *alarm → alarmă* ***chimică****;* ***fright*** *steamer → navă* ***comercială****;* ***freight*** *tonnage → capacitate navlosită;* ***derrick*** *crane → macara* ***turnată****;* ***land*** *marks → repere* ***costiere****;* ***survey*** *vessel → navă* ***hidrografică, derelict*** *platform → platformă* ***abandonată,*** etc.
- Adjectival present participles have Romanian adjectives as equivalents: e.g. ***framing*** *ceiling → fardaj* ***lateral; flying*** *bridge → punte* ***deschisă****;* ***foaming*** *sea → mare* ***înspumată****;* ***floating*** *beacon → baliză* ***plutitoare****;* ***shipping*** *trade → comerţ* ***maritim****;* ***filling*** *frame → coastă* ***intermediară****;* ***drying*** *rock → stâncă* ***vizibilă; dropping*** *quarterdeck → dunetă* ***suspendată****;*
- A pre-modifying participle acting as an adjective may become a noun or a prepositional noun phrase in translation*:* ***docking*** *bridge → pasarelă pupa;* ***dredging*** *operations → operaţiuni de dragare;*
- A premodifying past participle acting as an adjective may be translated as a prepositional noun phrase: ***designed*** *trim → asietă* ***de calcul****;* ***designed*** *draft → pescaj* ***de construcţie****;*

The English pre-modifier expressed by a noun in the common case is frequently translated in Romanian as a post-modifying prepositional noun phrase; the noun governed by the preposition is in the accusative case. Therefore, there is a change of word order and of modifier structure. The most frequent preposition is *de (of),* but other prepositions such as *în (in), pe (on), cu (with), la (to), din (from), pentru (for), sub (under)* are also possible. Here are some examples: ***approach fairway*** → *pasă* ***de*** *acces;* ***beam knee*** → *guşeu* ***de*** *traversă*; ***bridge deck*** → *punte* ***de*** *comandă;* ***derrick band*** → *brăţară* ***de*** *bigă;* ***course alteration*** → *schimbare* ***de*** *drum;* ***course angle*** → *unghi* ***de*** *drum;* ***control board*** → *panou* ***de*** *comandă;* ***distress call*** → *apel* ***de*** *sinistru;* ***bulk stowage*** → *marfă / încărcare* ***în*** *vrac;* ***bullet block*** → *macara* ***cu*** *zbir;* ***boat drill*** → *exerciţiu* ***cu*** *barca;* ***bulb bow*** → *pro*v*ă* ***cu*** *bulb;* ***bow mooring*** → *ancorare* ***cu*** *prova;* ***chain elevator*** → *elevator* ***cu*** *lanţ;* ***bottom damage*** → *avarie* ***la*** *carenă;* ***keel repairs*** → *reparaţii* ***la*** *chilă;* ***departure ballast*** → *balast* ***la*** *plecare;* ***ballast displacement*** → *deplasament* ***în*** *balast;* ***block stowage*** → *depozitare* ***în*** *stive;* ***bale capacity*** → *capacitate* ***în*** *bale;* ***ball signal*** → *semnal* ***cu*** *bulă;* ***bell buoy*** → *geamandură* ***cu*** *clopot;* ***becket block*** → *macara* ***cu*** *ochi;* ***boom sail*** → *velă* ***cu*** *ghiu;* ***flag buoy*** → *geamandură* ***cu*** *fanion;* ***odorous cargo*** → *încărcătură* ***cu*** *miros;* ***head sea*** → *valuri* ***din*** *prova;* ***head swell*** → *hulă* ***din*** *prova;* ***chain hawse*** → *nară* ***pentru*** *lanţ;* ***lee beam*** → *travers* ***sub*** *vânt;* ***lee gauge*** → *poziţie* ***sub*** *vânt;* etc.

The pre-modifying Maritime English noun, used in the common case, may correspond to a Romanian post-modifying noun in the genitive case. The nouns in the genitive case take the definite article and are sometimes preceded by the possessive article as well (*a* for feminine singular nouns and *al* for masculine and neuter singular nouns). For example: ***anchor handling*** → *manipulare a ancorei*; ***anchor drop*** → fundarisire a ancorei; ***anchor chain*** → *puţ* ***al*** *lanţului (de ancoră);* ***arrival notice*** → *aviz* ***al*** *sosirii*; ***accommodation deck*** → *punte* ***a*** *cabinelor;* ***swell amplitude*** → *amplitudine* ***a*** *hulei;* ***air pressure*** → *presiune* ***a*** *aerului;* ***bank effect*** → *efect* ***al*** *malului;* ***dock bottom*** → *platformă* ***a*** *docului;* ***draught adjustment*** → *reglare* ***a*** *asietei;* ***forecastle deck*** → *punte* ***a*** *teugii;* etc.

The pre-modifier may undergo a function shift, turning into a Romanian noun or head noun, while the English head noun naming a part of the ship, a marine device, or an abstract concept becomes the Romanian post-modifier and/ or pre-modifier: e.g., ***bow cap*** → *prova corpului rezistent*; ***bridge house*** → *comandă de navigaţie*; ***heel tenon*** → *călcâi de arbore/ catarg;* ***high seas*** → *largul mării;* ***internal buoyancy*** → *rezervă de flotabilitate;* ***internal draft*** → *indicator de pescaj;* ***main drain*** → *magistrală de drenaj;* ***main anchor*** → *ancoră de post;* etc.

Sometimes, especially when one of the terms of the Maritime English structure does not have a single lexeme as an equivalent in Romanian, namely when the target language has a lexical gap, a pre-modifying participle is translated as a relative clause: ***meeting*** *ship* → *navă* ***care se întâlneşte*** (cu altă navă*);* ***odorus*** *cargoes* → *mărfuri / bunuri* ***care miros****;* ***oncoming*** *watch* → *cart* ***care intră în serviciu****;* ***overtaking*** *vessel* → *navă* ***care depăşeşte****;* ***outgoing*** *vessel* → *navă* ***care iese în larg****;* etc.

3.3. Change in the number of noun

Another type of transposition that we have come across is represented by the change in the number of noun which includes not only the change from singular to plural but also the change from plural to singular. For instance, the noun *information* in the example *As soon as I have further* ***information*** *I will make another announcement → Când voi deţine alte* ***informaţii*** *voi face un alt apel*, is uncountable in English and can only be used in the singular, even if it has a plural meaning. The Romanian equivalent *informaţii* is rendered in the plural since it would be inappropriate to use it in the singular in such cases where the plural form is required. This is an obligatory type of transposition triggered by the TL syntactic rules. In addition, the noun *evidence* is also included in the category of uncountable nouns, its Romanian equivalent being either *dovadă* in the singular, or *dovezi* in the plural. In the phrase *Give exact instructions for* ***hold*** *ventilation → Daţi instrucţiuni precise pentru ventilarea* ***magaziilor***, the premodifier *hold* is rendered into Romanian with the noun *magaziilor* which is in the plural, this being an optional type of transposition, since *hold ventilation* can also be rendered as *ventilarea magaziei*, where the noun *magazie* is in the singular. In the example *MV ... has stability problems due to heavy* ***icing*** → *Nava are probleme de stabilitate datorate* ***depunerilor*** *masive de gheaţă,* the noun *icing* which stands for "the formation of ice, as on a ship or aircraft, due to the freezing of moisture in the atmosphere" (https://www.thefreedictionary.com) has only a singular form in English but when transposed into Romanian it can either take the singular or the plural form, depending on the context. Furthermore, the noun *equipment* is uncountable in English and thus, when translated into Romanian it can either take a singular (e.g. *echipament*) or a plural equivalent (e.g. *echipamente*).

3.4. Sentence member transpositions

In terms of sentence member or functional transpositions, they involve the change in the syntactic function of the ST unit when rendered into Romanian, being often triggered by various word-class transpositions, most of them being obligatory transpositions determined by the TL grammar and naturalness constraints. In our extended research on translating maritime texts, we have commonly encountered cases where the subject of a sentence is turned into a direct object or when an adverb of manner can become an attribute or even a subject. For instance, in the example *Do not push each other* ***when entering*** *the lifeboat / liferaft → Nu vă împingeţi* ***la intrarea*** *în barca/ pluta de slavare*, the reduced temporal clause ***when entering*** is translated into Romanian as a prepositional noun phrase. In addition, the direct objects (ODs) in the phrase *Check* ***the completeness*** *and* ***availability*** *of occupational safety equipment and report* are translated into Romanian as predicate adjectives which are part of a

conditional clause: *Verificaţi dacă echipamentul pentru protecţia muncii* ***este disponibil şi complet*** *şi raportaţi*

3.5. Change in the verb voice

According to Peter Newmark (1988: 89) active for passive and vice versa is a common type of transposition that is compulsory when there are no passive forms in the TL and advisable when a reflexive form is preferred to a passive, a fact that happens in Romanian as well. Most passive constructions in our corpus take *expect* or *restrict* as past participle verbs (e.g. *be (3rd person singular/ plural) + subject + expected / restricted* when part of an interrogative sentence and *subject +be (3rd person singular/ plural) + expected / restricted* when part of a declarative sentence) and are translated into Romanian with a reflexive passive form as in: *The wind in your position / in position ...* ***is expected*** *to increase/ decrease →* ***Se aşteaptă*** *ca vântul în poziţia dumneavoastră / in poziţia ... să crească/ scadă în intensitate.* Even though cases of transposition that include changes from passive to reflexive passive, from active to passive, from passive to active voice and from an impersonal construction into active voice have been identified in maritime translation in general, only the case of passive voice into reflexive passive has been identified in particular in the IMO SMCP (2001) translation.

4. CONCLUSIONS

From a translation perspective, maritime language is still an unexplored territory and it is vital that justice be done to its beauty and 'linguistic generosity'. The Romanian translated version of IMO SMCP (2001) is hardly expected to be used in the international maritime context, however, I consider that it represents an important tool for the education and training of Romanian seafarers and for standardizing the maritime variety of Romanian as national language. Since it involves a change at the syntactic level as regards the rendering of a translation unit from the source text (ST) into the target text (TT), transposition ranks among the most common oblique translation strategies used in the maritime translation process. The types of transposition under discussion can be interpreted either as compulsory or optional. Compulsory transpositions come into play whenever the translator has no choice but to meet the target language (TL) grammar rules. By means of our selected examples, several relevant cases covering changes as to the number of the noun, changes of word order (i.e. the position of the adjective), the word class, the syntactic functions and the verb voice have been discussed. The conclusion can be drawn that the predominant type of transposition in translating IMO SMCP (2001) is represented by word class transpositions, however, the other types of transposition, though fewer, are also worth pointing out.

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