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**ENGLISH COMPOUND TERMS IN AIR TRAFFIC AND
WATERWAYS TRANSPORT AND TRAFFIC ENGINEERING
AND THEIR TRANSLATION INTO SERBIAN**

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Abstract: *In this paper, we explore the morphological structure and semantics of 89 English compound terms and their Serbian equivalents, as employed in air traffic and waterways transport and traffic engineering. In order to facilitate the process of translating these English metaphorical compound lexemes into Serbian, 10 translation patterns and strategies are designed. The results of the analysis also show that English compound terms and translation equivalents in Serbian do not pattern in most cases. To obtain the findings, we develop a semantico-morpho-translation method.*

Keywords: *air and water transport and traffic engineering, English terminological compound lexemes, semantico-morpho-translation approach, Serbian equivalents, translation patterns*

1. Introduction

It is well-known that contemporary English scientific and technical writing contains a great number of terminological compound lexemes. They are a characteristic of the English language, and are daily created in specialised settings as a result of rapid developments in different professions and sciences. That said, it is understandable why linguists analyse specific compound terms. Translators are also tempted by these lexical items, which often make them work hard to produce good translations in different languages. Teachers and learners find them difficult to teach and learn. A compound lexeme (Lyons 1977) or a multiword expression (Sag et al. 2002) is considered to be “[...] a lexical unit consisting of more than one base and functioning both grammatically and semantically as a single word [...] in English” (Quirk et al. 1985:1567).

Klajn (2002:15) maintains that compounds have low productivity in Slavic languages, i.e., in Serbian, too. This means that examining the morphological structure and semantics of English specialised compound terms requires close attention when they are looked at in relation to the Serbian language.

This paper is a continuation of some previous author's investigations conducted on English terminological compound lexemes and their Serbian equivalents, as reflected in transport and traffic engineering (see Dimković-Telebaković 2013, 2014a, 2014b, 2015b). Our main intent here is to examine the morphological elements and semantics of some English compound terms and their equivalents in Serbian, as employed in air traffic and waterways transport and traffic engineering, as well as to establish translation patterns which facilitate the transfer of meaning from one language to another in the best possible way. To achieve this aim, we use a semantico-morpho-translation approach.

2. Method, Rationale and Corpus

The semantico-morpho-translation approach, adopted in Dimković-Telebaković (2015b), was introduced at the Faculty of Transport and Traffic Engineering in Belgrade in 2013 to help my students understand how they should deal with English compound lexical units in order to be able to translate them into Serbian appropriately. The method focuses on the meaning of English

compound lexeme that is to be transferred to the target language, in our case, Serbian. This semantic transfer from one language to another requires the use of an adequate morphological structure in the Serbian language. Being aware of the fact that different parts of speech can be contained in an English compound lexeme, the student learns that almost any element can be the starting point in the process of translation, and that “[...] (s)he then can take any direction – forwards or backwards, forwards and backwards, and backwards and forwards – through the compound structure being translated. It is assumed that these movements form certain patterns” (Dimković-Telebaković 2015b:146).

The first aim of this analysis is therefore to reveal the structural composition and semantics of 40 English compound terms and their Serbian equivalents, as reflected in air traffic, and 49 English multiword expressions and their translation equivalents in Serbian, as used in waterways transport and traffic engineering. The second aim of this study is to design strategies and translation patterns for a successful outcome of this complex process.

The corpus is thus built from 89 English metaphorical compound units and their translation equivalents in Serbian, as employed in the above mentioned traffic engineering fields. Examples analysed in this paper can be found in three textbooks (Dimković-Telebaković 2012, 2015a, 2015c), specifically in a dictionary contained in *English in Transport and Traffic Engineering* textbook (Dimković-Telebaković 2015a:369-410). The content and structural variety were criteria for the selection of the lexical units under consideration.

Section 1. Introduction and Section 2. Method, Rationale and Corpus are followed by Section 3. Analysis and Results, which has three subsections. In subsection 3.1, 40 English air traffic compound terms, containing two, three and more components, and their Serbian equivalents are analysed. Subsection 3.2. considers 49 English metaphorical compound lexemes, having two, three and more elements and employed in waterways transport and traffic engineering, and their equivalents in Serbian. In subsection 3.3, translation patterns obtained from the analysis are discussed in detail. Section 4. offers concluding remarks.

3. Analysis and Results

This analysis includes terminological compound units, as reflected in air traffic and water transport and traffic engineering, which were not examined in the author's previous studies, mentioned in the introductory section.

3.1. English Compound Terms in Air Traffic, Their Serbian Equivalents and Their Structures

Table 1 contains 40 English multiword expressions, used in air traffic, and their Serbian equivalents. The morphological structure of the lexical units under scrutiny reveals that 22 out of 40 English compound lexemes are binominal compound lexemes, i. e., have the composition of N + N, and 5 specialised compound terms have the structure of Gerund + N, which is in accordance with Eckersley and Eckersley's (1970:21) claim that the most frequent structures in English compound nouns are N + N or Gerund + N.

The following examples illustrate the combinations of N + N in English and their Serbian equivalents: *flight hours* (“časovi letenja”), *thrust force* (“sila potiska”) and *flight time* (“rokovnik letenja”) share the same morphological composition, N + N. The lexical units *airline* (“vazдушna linija”; “aviokompanija”), *airport* (“vazuhoplovno pristanište”, “aerodrom”), *cockpit* (“pilotska kabina”), *dashboard* (“instrumentalna tabla”), *tailplane* (“horizontalni stabilizator”), *taxiway* (“rulna staza”), *ground control* (“zemaljska kontrola”) and *tail fin* (“vertikalni stabilizator”) show that English compound lexemes N + N may be transformed morphologically in Serbian into ADJ + N. The English binominals *approach clearance*, *control column*, *flight clearance*, *taxi*

clearance, *trial speed* and *trim wheel* have the N + PP structure in Serbian, which is demonstrated by their Serbian equivalents “dozvola za prilaženje”, “poluga za upravljanje”, “dozvola za let”, “dozvola za rulanje”, “brzina na probnoj vožnji” and “uređaj za ravnotežu”, respectively. *Fare reduction* and *pilot scheme*, on the other hand, are examples which illustrate that the English structure of N + N may result in Serbian in N + N + N (“smanjenje cene karata” and “plan putanje leta”), *cargo hold* and *injury accident* have the composition of ADJ + N + PP in Serbian, as shown by their Serbian equivalents “tovarni prostor u avionu” and “saobraćajna nezgoda s povređenima”, respectively, whereas *passenger liner* has the Serbian equivalent “putnički avion linijskog leta” with the ADJ + N + ADJ + N structure.

The combination of Gerund + N in English, such as *ticketing costs* (“cena karata”) ends up in the N + N structure in Serbian, *landing clearance* (“dozvola za sletanje”) and *flying ground* (“staza za poletanje”) share the same composition in Serbian – N + PP, *trailing edge* (“izlazna ivica”) has the structure of ADJ + N in Serbian, and the English compound noun *boarding card* (“karta za ukrcavanje u avion”) demonstrates that the Gerund + N combination in English may have the N + PP + PP structure in Serbian.

In Table 1, one can also find the following English compound terms: *lateral thrust*, *electric starter*, *fatal accident* and *domestic service*. These lexical units illustrate the ADJ + N combination in English which may be transformed into the ADJ + N structure in Serbian – “bočni potisak” and “elektro-pokretač”, or into N, as in “starter” / “anlaser”, or into the ADJ + N + PP structure, as in “saobraćajna nezgoda sa smrtnim ishodom”, or into N + ADJ + N, as shown by “linije domaćeg saobraćaja”.

The morphological structures V + Particle, V + Particle + N, and V + V + N are illustrated by *check-in*, *take-off clearance* and *would-be engineer*, respectively. Their Serbian equivalents are “provera prijema” or “prijava prtljaga”, having the composition of N + N, “dozvola za poletanje” (N + PP) and “budući inženjer” (ADJ + N).

The combination of ADJ + N + N in English is demonstrated here by *medium-haul route*, which results in N + ADJ + N in Serbian (“let srednjeg doleta”), and the English structure N + ADJ + N is illustrated by *twin-engined aircraft* and has the N + PP composition in Serbian and the equivalent “avion s dva motora”.

Structures with numbers are also possible. The compound term *550 seat airplane* has the composition of Number + N + N, whereas its Serbian equivalent “avion s 550 sedišta” takes the N + PP combination. *100 metre control tower* (a four-element compound lexeme), having the Number + N + N + N structure, ends up in Serbian with the N + N + PP + PP structure, i.e., “praćenje leta do visine 100 metara s kontrolnog tornja”.

Our last two examples in Table 1 illustrate the ADJ + ADJ + N + N structure – *aerodynamic low-drag fuselage*, and the ADJ + V + Particle + Conj + Gerund + N + N combination – *vertical take-off and landing aircraft*. Their Serbian equivalents “trup aviona aerodinamičkog oblika s malim čeonim otporom” and “avion s vertikalnim poletanjima i sletanjima” have the N + N + ADJ + N + PP structure and the N + Prep + ADJ + N + Conj + N composition, respectively.

Table 1. English compound terms in air traffic, having two, three and more components, and their Serbian equivalents and structures

<i>English Compound Terms</i>	<i>Structure</i>	<i>Serbian Equivalents</i>	<i>Structure</i>
flight hours	N + N	časovi letenja	N + N
thrust force		sila potiska	
flight time		rokovnik letenja	
airline		vazдушna linija; aviokompanija	ADJ + N
airport		vazduhoplovno pristanište, aerodrom	
cockpit		pilotska kabina	
dashboard		instrumentalna tabla	

tailplane	horizontalni stabilizator
taxiway	rulna staza
ground control	zemaljska kontrola
tail fin	vertikalni stabilizator
approach clearance	dozvola za prilaženje N + PP
control column	poluga za upravljanje
flight clearance	dozvola za let
taxi clearance	dozvola za rulanje
trial speed	brzina na probnoj vožnji
trim wheel	uređaj za ravnotežu
fare reduction	smanjenje cene karata N + N + N
pilot scheme	plan putanje leta
cargo hold	tovarni prostor u avionu ADJ + N + PP
injury accident	saobraćajna nezgoda s povređenima

passenger liner	putnički avion linijskog leta ADJ + N + ADJ + N
ticketing costs Gerund + N	cena karata N + N
landing clearance	dozvola za sletanje N + PP
flying-ground	staza za poletanje
trailing edge	izlazna ivica ADJ + N
boarding card	karta za ukrcavanje u avion N + PP + PP
lateral thrust ADJ + N	bočni potisak ADJ + N
electric starter	elektro-pokretač, starter, anlaser N
fatal accident	saobraćajna nezgoda sa smrtnim ishodom ADJ + N + PP
domestic service	linije domaćeg saobraćaja N + ADJ + N
check-in V + Particle	provera prijema, prijava prtljaga N + N
take-off clearance V + Particle + N	dozvola za poletanje N + PP
would-be engineer V + V + N	budući inženjer ADJ + N
medium-haul route ADJ + N + N	let srednjeg doleta N + ADJ + N
twin-engined aircraft N + ADJ + N	avion s dva motora N + PP
550 seat airplane Number + N + N	avion s 550 sedišta
100 metre control tower Number + N + N + N	praćenje leta do visine 100 metara s kontrolnog tornja N + N + PP + PP
aerodynamic low-drag fuselage ADJ + ADJ + N + N	trup aviona aerodinamičkog oblika s malim čeonim otporom N + N + ADJ + N + PP
vertical take-off and landing aircraft ADJ + V + Particle + Conj + Gerund + N + N	avion s vertikalnim poletanjima i sletanjima N + Prep + ADJ + N + Conj + N

3.2. English Metaphorical Compound Lexemes in Water Transport and Traffic Engineering, Their Serbian Equivalents and Structures

Table 2 comprises 49 English compound terms, having two, three and more constituents, and their Serbian equivalents, as employed in water transport and traffic engineering.

17 English compounds are binominals. The N + N structure occurs in *tugboat*, *ladder machine*, *oil carrier* and *cruise ship*, and they all share the same morphological composition in Serbian – N. The corresponding equivalents are as follows: “tegljač” (“remorker”), “bager”, “tanker” and “krstarica” (meaning ‘war ship’). The last mentioned Serbian equivalent can also have the N + PP structure, as shown by “brod za krstarenje” (meaning ‘passenger ship’). The English terms *engine failure*, *shipside*, *shipyard* and *steam boat*, as well as their Serbian translations “kvar motora”, “bok broda” (“strana broda”), “brodogradilište” and “parobrod”, also have the combination of N + N. The compounds *waterway*, *engine room*, *carfloat* and *container ship*

demonstrate that their Serbian equivalents may take the ADJ + N structure – “plovni put”, “mašinski prostor”, “automobilski trajekt” and “kontejnerski brod”, although different translations of these English lexical units may result in the ADJ + N + N composition, as in “plovni deo kanala (ili reke)”, in the N + N + PP structure, as in “deo broda s motorima”, and in the N + PP combination (“trajekt za prevoz automobila”). The combination of two nouns in English, as in *shelter deck*, results in Serbian in Prep + N – “međupaluba”, whereas *load-draught*, *load-line* and *cargo hold* end up in three elements in Serbian and take the following structures: N + N + PP (“gaz broda s teretom”), N + N + N (“linija opterećenja broda”) and ADJ + N + PP (“tovarni prostor u brodu”), respectively. *Cargo liner*, however, takes the ADJ + N + ADJ + N composition in Serbian, as shown by “teretni brod linijske plovidbe”.

In Table 2, there are 10 English compound lexemes, having the ADJ + N structure. *Capital equipment*, *leased line*, *square sail*, *operational costs* and *continuous deck* share the same morphological combination with their Serbian equivalents, demonstrated by “glavna oprema”, “iznajmljena linija”, “krstatsto jedro”, “eksploatacioni / pogonski troškovi” and “neprekidna paluba”. The ADJ + N structure in English can also result in the N + N + PP composition in Serbian, as illustrated by *light-draught* and “gaz broda bez tereta”. “Saobraćajni sudar s kobnim posledicama” and “telesna povreda sa smrtnim ishodom”, on the other hand, confirm that the ADJ + N + PP structure is also possible in Serbian obtained from the English combination of ADJ + N (e. g. *fatal crash* and *fatal injury*). The English compound terms *gross tonnage* and *net tonnage* have the ADJ + ADJ + N + N composition in Serbian, as shown in “bruto-registarska težina broda” and “neto-registarska težina broda”.

The combination of Prep + N in English (e.g. *viaduct*, *amidships*) results in N in Serbian, as in “vijadukt”, i.e. in N + PP, as in “most iznad reke”, or in the N + N structure, as in “sredina broda”, or in the ADJ + N + N combination, as in “uzdužna / paralelna sredina broda”.

Table 2 also contains 2 examples of Prep + N + N structure, demonstrated by *overseas traffic* and *inland transport*. Their Serbian equivalents “prekomorski saobraćaj” and “unutrašnji saobraćaj” have the same composition – ADJ + N.

The combination of V + Prep in English, as shown by *turnaround*, has the equivalent “vreme okretanja broda” in Serbian, i.e., N + N + N structure.

The English language also allows the combinations of ADV + N (e.g. *forecast*) and Prefix + N (e.g. *superstructure*). The Serbian language transforms the former structure into N (e.g. “prognoza”, “predviđanje”), whereas the latter combination has the same structure of Prefix + N (e.g. “nadgradnja”), or goes into N + N + PP, as in “deo broda iznad glavne palube”.

If three constituents, making up a compound lexeme in English, are joined together, the following combinations, illustrated in Table 2, are possible: N + N + N, as in *port land area* and *shelter deck vessel*, with their Serbian equivalents “lučka teritorija” (ADJ + N structure) and “plovilo s među-palubama” (N + PP structure).

Apart from these combinations, our analysis also reveals that 2 English compound lexemes have the ADJ + N + N structure, as in *open deck barge* and ITB (*Integrated-Tug-Barge*). Their Serbian equivalents – “barža s otvorenom palubom”, that is, “barža bez zaštite tovarnog prostora”, and “integralni sistem vuče”, i.e., “specijalni tegljač” – end up with the N + PP structure, ADJ + N + N or ADJ + N structures, respectively.

LASH (Lighter Aboard Ship) demonstrates the composition of ADJ + Prep + N in English, whereas its equivalent in Serbian “laki teretnjak na brodu koji ima dizalicu” has the structure of ADJ + N + PP + Rel. Cl. The use of relative clauses to express lexical meanings is a characteristic of Slavic languages, i.e., Serbian.

The English composition of Number + N + N, as in *one-way traffic*, may take the ADJ + N structure in Serbian, illustrated by “jednosmerni saobraćaj”. The three-element compound *en-route control*, having the Prefix + N + N combination, transforms in Serbian into “kontrola na putu”, N + PP structure. The term *non-propelled barge*, demonstrating Prefix + ADJ + N

composition in English, has the structure of ADJ + N in Serbian translation equivalent “nesamohodna barža”. *Non-propelled barge* may also be translated as “barža bez sopstvenog pogona”, and if so, it has the structure of N + PP in Serbian. The combination of Gerund + N + N – *shipping line colours* – has the N + ADJ + N structure in Serbian, as in “amblem brodske kompanije”, and the English structure of V + V + N is illustrated by *push-tow technique*, resulting in the N + N combination in Serbian, as in “metoda potiskivanja”. The structure of N + V + N in English, as shown by *waterborne trade* in Table 2, may take the composition of ADJ + N in Serbian, e.g. “pomorska trgovina”.

The following 3 English compound lexemes contain four constituents: *liquid cargo (tank) barge*, having the N + N + (N) + N structure, *single-skinned tank barge*, demonstrating the ADJ + ADJ + N + N combination, and *five 20-passenger boats*, illustrating the Number + Number + N + N structure. Their corresponding Serbian equivalents are “barža za prevoz tečnosti” (N + PP) or “tank-potisnica” (N + N), “barža za prevoz tečnosti s jednom oplatom (oblogom)” (N + PP + PP), and “pet čamaca za po 20 putnika” (Number + N + Prep + PP).

The most complex example in Table 2 is a seven-element compound lexeme – *150, 000 dead-weight-tonnage crude oil supertanker* with the Number + ADJ + N + N + N + N + N structure. Its equivalent in Serbian “brod cisterna za prevoz nafte pune nosivosti od 150, 000 tona” has the structure of N + N + PP + ADJ + N + PP.

Table 2. English compound terms in waterways transport and traffic engineering, containing two, three and more elements, their Serbian equivalents and structures

<i>English Compound Terms</i>	<i>Structure</i>	<i>Serbian Equivalents</i>	<i>Structure</i>
tugboat	N + N	tegljač, remorker	N
ladder machine		bager	
oil carrier		tanker	
cruise ship		krstarica brod za krstarenje	N + PP
engine failure		kvar motora	N + N
shipside		bok broda, strana broda	
shipyard		brodogradilište	
steam boat		parobrod	
waterway		plovni put; plovni deo kanala (ili reke)	ADJ + N ADJ + N + N
engine room		mašinski prostor, deo broda s motorima	ADJ + N N + N + PP
carfloat		trajekt za prevoz automobila, automobilski trajekt	N + PP ADJ + N
container ship		kontejnerski brod	
shelter deck		međupaluba	Prep + N
load-draught		gaz broda s teretom	N + N + PP
load-line		linija opterećenja broda	N + N + N
cargo hold		tovarni prostor u brodu	ADJ + N + PP
cargo liner		teretni brod linijske plovidbe	ADJ + N + ADJ + N
capital equipment	ADJ + N	glavna oprema	ADJ + N

leased line	iznajmljena linija
square sail	krstatsto jedro
operational costs	eksploatacioni / pogonski troškovi
continuous deck	neprekidna paluba
light-draught	gaz broda bez tereta
fatal crash	saobraćajni sudar s kobnim posledicama
fatal injury	telesna povreda sa smrtnim ishodom

gross tonnage		bruto-registarska težina broda	ADJ + ADJ + N + N
net tonnage		neto-registarska težina broda	
viaduct	Prep + N	vijadukt	N
		most iznad reke	N + PP
amidships		sredina broda	N + N
		uzdužna / paralelna sredina broda	ADJ + N + N
overseas traffic	Prep + N + N	prekomorski saobraćaj	ADJ + N
inland transport		unutrašnji saobraćaj	
turnaround	V + Prep	vreme okretanja broda	N + N + N
forecast	ADV + N	prognoza, predviđanje	N
superstructure	Prefix + N	nadgradnja, deo broda iznad glavne palube	Prefix + N N + N + PP
port land area	N + N + N	lučka teritorija	ADJ + N
shelter deck vessel		plovilo s međupalubama	N + PP
open deck barge	ADJ + N + N	barža s otvorenom palubom; barža bez zaštite tovarnog prostora	N + PP
ITB (Integrated-Tug-Barge)		integralni sistem vuče, specijalni tegljač	ADJ + N + N ADJ + N
LASH (Lighter Aboard Ship)	ADJ + Prep + N	laki teretnjak na brodu koji ima dizalicu	ADJ + N + PP + Rel. Cl.
one-way traffic	Number + N + N	jednosmerni saobraćaj	ADJ + N
en-route control	Prefix + N + N	kontrola na putu	N + PP
non-propelled barge	Prefix + ADJ + N	nesamohodna barža, barža bez sopstvenog pogona	ADJ + N N + PP
shipping line colours	Gerund + N + N	amblem brodske kompanije	N + ADJ + N
push-tow technique	V + V + N	metoda potiskivanja	N + N
waterborne trade	N + V + N	pomorska trgovina	ADJ + N
liquid cargo (tank) barge	N + N + (N) + N	barža za prevoz tečnosti, tank-potisnica	N + PP N + N
single-skinned tank barge	ADJ + ADJ + N + N	barža za prevoz tečnosti s jednom oplatom (oblogom)	N + PP + PP

five 20-passenger boats	Number + Number + N + N	pet čamaca za po 20 putnika	Number + N + Prep + PP
150, 000 dead-weight-tonnage crude oil supertanker	Number + ADJ + N + N + N + N + N	brod cisterna za prevoz nafte pune nosivosti od 150, 000 tona	N + N + PP ADJ + N + PP

3.3. Translation Patterns Obtained from the Analysis

To appropriately translate the lexical terms under discussion, we adopt a semantico-morpho-translation method, developed at the Faculty of Transport and Traffic Engineering in Belgrade, as mentioned earlier. This approach takes the meaning of each compound lexeme into account as a guide through its structure. Having in mind that movements may be made in different directions (backwards – forwards – backwards again, or otherwise), we establish patterns which reveal ways to the aim – to achieve a successful transfer of meaning from one language (English) to another (Serbian) in our case.

The examples in patterns I and II reveal that one can start translating English compound lexemes from the fore end and then work forwards. Pattern I illustrates that two elements occur in the two language patterning (12 → 12), whereas pattern II shows that three elements, making up an English compound term, end up in a two-constituent Serbian equivalent, having 123 → 12 pattern. It is of significance to point out here that two elements in *one-way* are translated as one word in Serbian, since they have one meaning as a whole.

Pattern III demonstrates that a four-element English terminological compound lexeme can result in a six-component Serbian translation equivalent. Due to the meaning, the prepositions “za” and “po”, indicated by smaller numbers 3 and 4, are introduced and the pattern takes the form of 134562 → 123456. In this pattern, we begin from the front end of the English compound lexeme, move forwards, then backwards, and forwards again.

To obtain pattern IV (123456789 → 123456789), we start from the fore end of the compound lexeme by adding four components “praćenje leta do visine” (1234), then translate *100 metre* (“100 metara” – 56), insert the preposition “s” (7) and translate *control tower* (“kontrolnog tornja” – 89).

In pattern V, we begin from the fore end of the English compound lexical unit and work forwards to get 12345 → 1234 5, where 1234 appears as one word in Serbian – “uzdužna”.

The examples in patterns VI and VII illustrate what we obtain when we start from the head word at the end of a compound lexeme and work backwards. Pattern VI shows that the components of the lexemes are mirrored in the two languages. In other words, the head word *hours* (“časovi”) is followed by the modifier *flight* (“letenja”), which occurs as a genitive in Serbian, and the whole pattern has the form of 21 → 12. In case of VII (21 → 123), the movements are the same as in VI, but the element “saobraćaja” has been added to clearly express the meaning of the English specific term.

VII

In pattern VIII, two English constituents result in five elements in Serbian, when one begins at the end of the English term and works backwards and then forwards. In order to get the exact translation, we introduce the preposition “sa” and the noun “ishodom”, and the pattern obtained is 34512 → 12345.

VIII

IX demonstrates the movement from the head word *airplane* at the end of the compound unit to the modifier *550 seat*. In this pattern, the preposition “s” has been inserted, and the patterning can be represented as 2341 → 1234.

IX

Pattern X consists of 856794321 → 123456789 and reveals that it was necessary to add the prepositions “za” and “od”, and the noun “prevoz”, indicated as 2, 7 and 3, in order to appropriately convey the meaning of the terminological compound lexeme under consideration. If we start from the head *supertanker* and work backwards, then forwards, backwards and forwards again, the pattern created confirms logical steps in the process of translating this English compound lexeme into Serbian.

X

4. Conclusions

The findings presented in this paper are part of a larger investigation conducted on English compound lexemes, as reflected in transport and traffic engineering. They show that different parts of speech may be combined, making up a single meaningful and grammatical unit.

This analysis reveals that nouns, gerunds, adjectives, numbers, conjunctions, prepositions and prefixes occur in the two languages under discussion, and that English compound terms typically contain verbs, particles, adverbs and articles, whereas their Serbian translation

equivalents are characterised by prepositional phrases (PPs) and relative clauses (Rel. Cls). Some possible morphological English structures are explored here in relation to their Serbian equivalent structures. This study demonstrates that only the N + N composition (e.g. *thrust force* – “sila potiska”), the ADJ + N combination (e.g. *operational costs* – “eksploatacioni / pogonski troškovi”) and the Prefix + N structure (e.g. *superstructure* – “nadgradnja”) may pattern in the languages considered. It has also been shown that English nouns, being part of specific compound terms, are often translated as adjectives in Serbian (e.g. *cockpit* – “pilotska kabina” or *container ship* – “kontejnerski brod”), and that PPs appear in Serbian as a result of various combinations of constituents in English, such as N + N (e.g. *approach clearance* – “dozvola za prilaženje”), or Gerund + N (e.g. *boarding card* – “karta za ukrcavanje u avion”), or Number + ADJ + N + N (e.g. *single-skinned tank barge* – “barža za prevoz tečnosti s jednom oplatom”). As Serbian is a Slavic language, Rel. Cls were expected to occur in some Serbian equivalents. One such example is “laki teretnjak na brodu koji ima dizalicu”, as shown in Table 2. The term *descriptive semantisation* may be used to denote that relative clauses in Serbian can express the exact meaning of compound terms in English.

Translation patterns, discussed in this paper, illustrate some possible movements through English compound structures to find the corresponding morphological Serbian combinations, which convey the appropriate meanings of the English lexical terms under consideration. The findings show that prepositions may be added to Serbian equivalents, as in translation patterns III and IX, or nouns can be inserted into Serbian structures, as illustrated by translation pattern VII, or a preposition and a noun may be introduced, as done in translation pattern VIII, or three elements (two prepositions and a noun, as in pattern X) are added to a Serbian structure to precisely convey the meaning of the English compound term being translated, or even five constituents (three nouns and two prepositions) are inserted as in IV. It is of importance to point out that the process of translation typically starts from the head word(s) and all other constituents, contained in a structure, are the modifier, no matter whether it has one or more elements. Translation pattern X, for instance, shows that *supertanker* is the head word and all the other components of the compound term make up the modifier. Finally, the results also suggest that the number and order of constituents in English compound terms and their Serbian equivalents may considerably vary.

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