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Μετάφραση και Σχολιασμός αποσπάσματος του βιβλίου

«Μεθ' ορμής Ακαθέκτου» του

συγγραφέα, ιστορικού Υποπλοιάρχου(ΕΦ/Ο) Παναγιώτη Γέροντα ΠΝ,

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Σύνοψη

Η παρούσα πτυχιακή εργασία περιλαμβάνει τη μετάφραση και το σχολιασμό αποσπάσματος του βιβλίου «Μεθ' ορμής Ακαθέκτου» του συγγραφέα, ιστορικού Υποπλοιάρχου(ΕΦ/Ο) Παναγιώτη Γέροντα ΠΝ. Πρόκειται για ένα βιβλίο το οποίο καλύπτει σημαντικά κενά στη βιβλιογραφία καθώς συγκεντρώνει με επιστημονικό τρόπο όλη την ιστορία του πολεμικού ναυτικού από το 1821 έως το 1945. Το συγκεκριμένο απόσπασμα αφηγείται την ιστορία από το 1828 έως το 1858 με πολλές λεπτομέρειες, εικόνες, επεξηγήσεις και παραπομπές. Η μετάφραση έγινε από την Ελληνική στην Αγγλική Γλώσσα.

Θα ήθελα να προσφέρω τις θερμές μου ευχαριστίες προς όλους τους καθηγητές του τμήματος Ξένων Γλωσσών, Μετάφρασης και Διερμηνείας για τις γνώσεις που μου προσέφεραν κατά τη φοίτηση μου.

Ευχαριστώ τον καθηγητή, κύριο Σωτήριο Κεραμίδα, για την θετική ανταπόκριση στην επίβλεψη της παρούσας πτυχιακής και την πολύτιμη βοήθειά του. Επιπλέον, ευχαριστώ τον καθηγητή, κύριο Παναγιώτη Κελάνδρια, για την συμμετοχή του στην επιτροπή εποπτείας.

Πρόλογος

Το απόσπασμα, όπως και το βιβλίο, απευθύνεται στον μέσο αναγνώστη ο οποίος επιθυμεί να μάθει περισσότερα πράγματα για την ιστορία του και σε αυτό κυριαρχούν ναυτικοί όροι και σχετικό λεξιλόγιο καθώς επίσης και σε ειδικούς επιστήμονες. Τη μετάφραση του αποσπάσματος ακολουθεί η παράθεση γλωσσαρίου, με τους ειδικούς όρους που περιλαμβάνονται, και την απόδοσή τους στην αγγλική, μαζί με πηγές τεκμηρίωσης. Το μεταφραστικό έργο αναλύεται λεπτομερώς στο τελευταίο μέρος της πτυχιακής εργασίας, όπου παρατίθεται ο σχολιασμός του πρωτοτύπου κειμένου, της μεταφραστικής διαδικασίας, καθώς και των δυσκολιών που προέκυψαν. Όλες οι πηγές που χρησιμοποιήθηκαν αναφέρονται στη βιβλιογραφία, στις παραπομπές εντός κειμένου και στο Γλωσσάριο.

A.Παράθεση μεταφράσματος

4. Military operations

1828

Among the efforts of the Greeks to occupy as much territory as possible from the enemies was the unfortunate expedition of Chios. This expedition was instigated and financially undertaken by the Chians of Syros, while the Anti-Government Commission, before Kapodistrias, had consented, sending there a regular army corps under Favieros, a French philhellene and politician. He came to Greece in 1825 and engaged in the formation of a regular army. In fact, he participated as a leader in many battles of the Struggle. His greatest achievement was his entry with 500 men loaded with gunpowder to the Acropolis besieged by Kioutachis.

The expedition in Chios was de facto doomed, because on the one hand neither the Greek Government nor the Chians had the financial means for it, on the other hand, the Greek forces were facing supply problems. On the contrary, the Ottomans had easy access to supplies from the coasts of Asia Minor.

Nevertheless, Fabvier succeeded in immuring the Ottomans in the fortress of the island by defeating them. Kapodistrias sent supplies and ammunition for the soldiers, named Fabier Brief Commissioner of the Government on the island of Chios and finally, he ordered Admiral Miaoulis, after to sail along with Kanaris to Chios after suppressing piracy, in order to strengthen the Greek forces. In the meantime, the situation in the Greek camp was deteriorating due to the fact that the Committee of Chios stopped paying the soldiers and providing their ammunition. Fabier managed to deal with the situation, until the appearance of an Ottoman flotilla consisting of 5 ships under the command of Admiral Tahir Pasha. Later, a frigate and a corvette were added to them.

After an one-hour naval combat, both Greek ships remaining in the area, one commanded by Papanikolis and the other one by Kolandroustos, were forced to leave. The Ottoman ships headed to Cesme, where they received ships with about 3,000 soldiers and tried to alight, but failed with many losses. The terror caused by the sight of the enemy and the fact that the Commission of Chios had not paid, not only the salaries, but neither the daily feeding, began to cause mass starvation in the Greek army. The frigate Hellas arrived in the area with Miaoulis, who forced the ottoman flotilla to Mytilene, cannonaded the fortress and gave hope of a happy ending. However, there were many desertions and so the evacuation of the island from the Greek forces was decided, with the assistance of the frigate Hellas and many other ships. After the withdrawal of the Greek military units, fortunately there was no persecution of the Greek population.

In March 1828, the Governor ordered the General of the Western Continent, Church, to blockade Messolonghi. At the same time, the leader of the Corinthian Squadron Francis Astigx was planning a coordinated operation by land and sea against Nafpaktos, Rio, Antirrio and Patras with the ultimate goal of liberating of Messolonghi. In late April, Astigx was ordered by Mavrokordatos, who was in charge of the Navy, to sail to Aegina to receive new orders from the Governor. He first considered it necessary to sail to Vasiladi with Karteria to discuss with commander Church the

operational updates in the eastern mainland Greece. The two men ended up besieging Anatolikon²³ with their forces joined, because otherwise it was impossible to conquer it.

The plan was as follows: At first, Anatolikon would be cannonaded by a 68-liter cannon, which was transported to a fortification made by Church's men on land. Immediately after, the landing of the military units of general Evmorfopoulos and the military commander Fokas, who belonged to the forces of Church, with 4 ships under the orders of the captain from Hydra, Andreas Papapanos and equipped boats of *Carteria* would be carried out. On 11 May, the cannon was carried to the fortification and Astigx disembarked to conduct the cannonade. Then the flotilla approached the East. Astigx then noticed that the flotilla had been taken to the spot where the landing was scheduled but without prior order. So, he rushed with a boat to the fleet to run the operation. The small Greek ships however, were trapped in an area near the shore that was fenced with stakes by the Ottomans. The enemies took advantage of the confusion that prevailed in Greek ships and started firing. The result was that A. Papapanos was killed and many were injured, including Astigx, in the left arm.

Astigxs' injury was initially not considered serious and he was transferred to *Carteria*, which sailed immediately to Vasiladi. The wound, however, became infected and Astigx was transported to Zakynthos, where it was found that even after an amputation of his left hand he wouldn't be saved. Thus, on May 20, Francis Abney Astigx died in the purgatory of Zakynthos. He was only 34 years old and his death shocked the struggling Greeks.

Despite the efforts of the Greek forces, the London Protocol of 4/16 November 1828, did not prejudice the borders of the future state. However, it temporarily set Peloponnesos and Cyclades under warrant of the three Great Powers. The same protocol appointed the withdrawal of French troops from Greece and their prohibition to intervene in the liberation of Central Greece.

1829

1829 was the year that the Greek Army managed to restore the Greek dominance and expel the Ottoman forces. With Dimitrios Ypsilantis, Augustinos Kapodistrias (brother of the Governor), Tsamis Karatasos and Vassos Mavrovouniotis as leaders, the Greek military units liberated Livadia. On 8 February, the Greek dominance was restored in the Maliac Gulf, when a cannon station was cannonaded in Lichada with the cooperation of a naval squadron including the Corvette Hydra and the steamship *Karteria* with G. Sachinis as captain. So, only an area around Athens and Thebes remained in the hands of the Ottomans.

At the same time (the night between 16th and 17th January 1829), the misticos of the flotilla of Amvrakikos, which had as their main purpose the blockage of Vonitsa, entered with Andreas Tenekes the port of Preveza and took over two great Ottoman gunboats equipped with 6 cannons. In this operation 24 Ottomans were captured, including the commander of the flotilla, Hassan. After that, Vonitsa, Kravasaras (Amfilochia), Nafpaktos, Antirrio and Messolonghi were set free. The capitulation of the Ottomans was signed the night of 13th to 14th September and had as a result their departure from much of the Eastern Continent.

²³ Aitolikon. In the documents it is mentioned as "Anatolikon".

With the protocol of the 3 February 1830 the independence of the Greek State was recognized, but a large part of the Western Greece was still not included. This was done in order to give a territorial consideration to the sultan for the independence of Greece and to allay Britain's fears of the Ionian State.²⁴

1. Between localism and central administration. The case of the Navy

It has already been mentioned that, in order to organize a non-existent state, Kapodistrias pursued a centralized policy against a localism established for centuries. The local rulers had supported the Revolution because they hoped that they would retain their powers and would moreover expand them. As a result, the captains of Hydra and Spetses were financially ruined by having their merchant fleets at the disposal of the national affair. The anti-governmental movement had two dormitories, Mani and Hydra.

The island of Hydra had until 1828 a system of self-government and the right to receive annuity from the other Aegean islands and use them at will. The first dissatisfaction of the Hydra upper class was manifested when the Governor tried to equalize the island with the other provinces of the country and appoint a commander. This dissatisfaction wasn't appeased even when Lazaros Koundouriotis was appointed the first Commander of Hydra.

The abolition of financial privileges, the inability of the Central Government to pay war reparations for lost Hydra ships²⁵ as well as the incitement to anti-government moves by Kapodistrias opponents, mainly by the leader of the English party, A. Mavrokordato, contributed to the worsening of the situation. Another important reason was the Governor's desire to create a national fleet, which was in contradiction to the interests of the island, as the Hydriots chartered their ships for the Greek Government on advantageous for them terms.²⁶

Within a short time, Hydra became the revolutionary center where all the enemies of the Governor gathered, such as the constitutionalists A. Monarchidis and T. Farmakidis, S. Trikoupi, the poet A. Soutsos and others. The attitude of Hydra got blown all out of proportion, when in the early hours of 14 July, 200 armed Hydriots under the command of A. Miaoulis following the political advice of A. Mavrokordatos carried out a surprise attack on Poros, where they captured the largest ship of the national fleet, the frigate Hellas, and the small fortress of Poros on the island of Ag. Constantine^{27,28}. Miaoulis failed to capture the other ships of the National Fleet, because K. Kanaris, who was not convinced to hand over the corvette 'Island of Spetses' opposed to him.

²⁴ Obviously Great Britain was not afraid of the occupation of the Ionian Islands by the small and weak Greece with invasion. But stirring up national passions and impulses is always dangerous.

²⁵ In 1821, all sailing ships chartered in the ports of the Greek state amounted to 600 ships and 150,000 tons. By 1830, the number of the ships had risen to 1,050, but with 30,600 tons. The following years, the tonnage goes up again.

²⁶ Tsaprazis (1991), 41-42.

²⁷ Varfis (1986), 30-38.

²⁸ Tsaprazis (1991: 43) writes the following about the event: The governor of the corvette 'Island of Spetses' was Konstantinos Kanaris whom Miaoulis tried to convert. However, Kanaris, Kapodistrian all the way was not convinced.

Meanwhile, Kapodistrias sought the help of the Russians and on July 16, a Russian naval squadron anchored in Poros in front of the large mouth of the harbor in the side of Methana, while by July 20, 1.000 men who supported the Governor arrived led by Nikitaras. The Russian ships and the national army did not take long to come into conflict with the insurgents. The destruction by the Russian cannons of the *Island of Spetses* and the capture of another corvette by the Russians caused panic to the sailors of Miaoulis, who began to abandon their positions.

Miaoulis reacting carelessly on 1 August 1831, blew up one of the brightest and most valuable ships of the Greek Fleet, the frigate *Hellas* as well and the corvette *Hydra*, and he also tried to blow up two more ships, *Karteria* and *Emmanuel*. He did not succeed, however, due to the heroism of a Mykonian sailor and a soldier, who risked their lives to remove the fuses. The government army under Kallergis and Nikitaras also rushed to the city of Poros, captured the armory and started looting the houses.

These dramatic developments pushed the Governor to speed up the course of action to conduct National Assembly, setting a date to begin on 1 September. At the same time, he ordered the blockade of Hydra, which would be done with the remaining ships of the National Fleet, as well as with Russian ships. But the blockade was lightsome and therefore insufficient. The continuation of the rebellion in Hydra, the outbreak of another one in Mani, as well as the provision of help to the rebels by the British and the French people, put the Governor in a very difficult position leading to his assassination, on Sunday September 27, in front of the church of Ag. Spyridon in Nafplio by Georgios and Petrobei Mavromichalis.

CHAPTER 3

The Navy in Otto's era

(1833-1862)

1. Introduction. A general reference to the Navy in Otto's era

The new king²⁹, when arriving to Greece was still underage. The regency undertook to organize a non-existent state, until he came of age. Indeed, all frameworks either did not exist or were destroyed due to the ongoing armed skirmishes. In addition, localism continued to be intense, making the task of the relevant central administration difficult. Therefore, everything had to be created from scratch.

²⁹ Newspapers of the Greek Revolution, volume A'-E 1, Publications of the Prefecture of Attica (1972), Athens.

The Navy, although an integral part of Greek society, was non-existential and in no way it could compare to the modern Western Navy. There was a naval base (since 1828), but it was only a group of shacks inside the city of Poros. There was no naval training or logistics. The staff comprised of officers, who although being excellent sailors, were characterized by incomplete and insufficient formal education. This lack of education caused problems even in resolving the most basic issues, such as how to complete a ship log. The uniform and hierarchy issues desperately demanded solutions.

The Navy, despite all the difficulties it faced, quickly embraced the developments of the new era. Cadets were sent to the Western Navy to study, in order to pass on their knowledge to Greece. They worked zealously, although they often had to deal with the conservative spirit of the older generations. At this time, Leonidas Palaskas, who came to Greece and led the organization of the Navy and the introduction of steam power, after he studied in the French Navy at his own expense, played a big part.

The Navy in 1862 was nothing like 1833. Many developments had already taken place. However, the way to create a combative and modern Navy was still long.

The Navy in the Age of Otto (1833-1862)

2. The Administrative Organization of the Navy in Otto's era

The Regency, aiming at the organization of the state, implemented a centralized system in all sectors. This was applicable to the Navy as well³⁰. Thus, the first Authority in the Navy was the Naval Secretariat, which had the general direction of the Navy. He took care of its quality improvement, the construction of new units, the maintenance and equipment of all ships, etc. One could say it was a kind of Ministry of the Navy³¹. After all, it will be renamed Ministry of the Navy after the 1843 military coup.

³⁰ It is observed that the publication of a Decree related to the responsibilities of the Secretariat of the Navy is relatively late, as it was published on 19/28 April 1833 (About the formation and the competences of the Maritime Secretariat of the Territory, cf. . Έφημερίς τής Κυβερνήσεως, , Α.Φ. 15.19 April / 28 April 1833). It was preceded by various Decrees, which determined more immediate needs of the state, such as the appointment of Secretaries, the creation of a monetary system as well as issues of amnesty, disarmament and civil order. After that, the Decrees about the Organization of the Military, On the Formation of Spearmen and the formation of the zeugitae military unit.

³¹ According to the decree on the formation and responsibilities of the naval secretariat of the territory, the secretariat for naval affairs has the following purposes:

- the formation, the improvement and the maintenance of the navy and the discipline in it, its use and in addition the shipbuilding, the repair, the maintenance and the supply with the essentials of all the ships of the territory but also the preservation of the Greek flag.
- the recruitment of sailors and military ships, their clothing, armaments and the provision of their salaries.
- the proposal for appointment, for dismissal with money (compensation), for dismissal of naval officers and employees (dismissal from duties) and in addition everything related to their salary.
- the necessary regulations for the service of the Navy and especially the criminal laws as well as the supervision (responsibility) of the courts for the execution of these laws.

Regarding the organization of the Secretariat on the Navy, it is analyzed in the Decree of 19/28 April. Its staff were a director of the office, elected by the senior officers or officers of the Navy, who distinguished based on their knowledge and importance, two secretaries, a scribe and a clerk.³²

Just below was the Naval Directorate set to be based in the first Port of the country but temporarily in Poros. It consisted of the following staff, including the required warehouse keepers:

- 1) a manager
- 2) three inspectors, one from the Port Authority, one from the new entrants and one from the staff and inspections.
- 3) an auditor
- 4) a chief director of the arsenal
- 5) an approvisionner
- 6) a cashier
- 7) a secretary of the Directorate
- 8) two Accountants, four undersecretaries and three copyists for the bureaucratic needs of the Service.

The Naval Directorate included the Maritime Economy, the Naval Station and all officers and crews of warships.³³

The director was assisted in his duties by the three supervisors and the auditor. He supervised every shipbuilding and repair of ships, was vigilant for their maintenance and oversaw the equipment and disarmament of ships. He also had to inspect the Naval Station at least once a week to monitor progress of work. It should be noted that at that time all ships were disarmed and remained under maintenance in the naval stations and whenever the Maritime Secretariat ordered sailing, they were equipped and manned. No payment was done without his signature on the statements, as well as the supply of materials or food and, in general, useful items for ship's equipment. For every supply the director submitted a sample with the price at the Maritime Secretariat. Finally, the manager

-the renovation, maintenance and improvement of the ports, the naval bases and the naval warehouses as well as the necessary buildings of the Navy.

-the training of qualified sailors, gunners and officers serving on Navy ships.

-the necessary health stores for the service of the Navy.

-the charities that are established-are created for the survivors, widows and orphans and other naval needs.

-the issuance of the diplomas with which the merchant ships are recognized as national and thus they are given the permission to raise the Greek flag.

- taking care of the observance of these regulations.

-the distribution of booty and the responsibility of the courts set up to resolve any dispute

³² Εφημερίς της Κυβερνήσεως, Α.Φ. 14,13 / 25 April 1833.

³³ Εφημερίς της Κυβερνήσεως Α.Φ 24, 5/17, August 1833 Fokas (1923), Konstantinifis (1929) 28-55,191-211 Charalampous (1933) 91-116 Gerontas (2014), 12-29.

was obliged to submit to the King, through the Maritime Secretariat, an annual report of conduct of all officers and employees of the Directorate and the Naval Station.

The council of Directors met under the presidency of the Director and consisted of himself, the three curators and the auditor, while the secretary of the Directorate had secretarial duties. The purpose of the Council was to assist the Director in its duties, while the vote of its members was advisory. When the Council had to discuss the issue of artillery or food, those in charge specifically in these sectors were invited to attend and their opinion was recorded in the records. In case the Council had a different opinion from that of the experts, the reasons for the differentiation had to be noted in the minutes. Every three months, the director submitted the bills to the Maritime Secretariat. Before the end of the quarter he also submitted the budget for the next three months.

The Port curator had the police of the Port and the arsenal under his jurisdiction (an adjutant also assisted him in performing the tasks), as well as the Corps of Craftsmen³⁴, the officer of the arsenal, the master craftsman for making ropes, the approvisionner who was in charge for the bakeries, and the foreman of warehouses for sail equipment, steering, etc.

The port superintendent also held the keys of the Naval Station at his home and when the work started in the morning, he or his supporter would open the doors for workers, craftsmen and officers to enter. In the evening, at the end of the work, after the exit of personnel and after a patrol of soldiers inspected the party, he had to close the door himself and inform the director

When equipping or disarming a ship, he ordered a report of equipment or disarmament approved by the Director and written by the auditor, having previously entered it in their book expenditure in the case of equipment and in the revenue book in the case of disarmament. His responsibility was also to supervise boarding or disembarking safely of the items listed in the report.

The curator of personnel and inspections took care of all matters concerning staff and payroll by the manager and below. Neither the manager or the cashier could order to pay the payment statements if they were not previously signed by him.

Twenty-four hours before the departure of the ship, he inspected the crew to be informed of the crew number by the commander (back then he was named director) until the last young sailor according to the maritime register.

The certificate of the maritime register was used as a basis for his payroll crew, in which case there were changes, these should have been recorded in the scholar of the ship. He did the same inspection when the ship returned, while each conducted quarterly inspections.

³⁴ The organization of the Battalion of Craftsmen was the first serious care of the secretary of State on the Navy A. I. Kriezi within the structure of the port of Poros. With 17/29 Anguston B. Decree established the Corps of Craftsmen and determined its power to receives one captain, four officers, twenty-one non-commissioned officers, sixty-six craftsmen and thirteen apprentices. Organic strength was set at 92 men. The company was divided into five departments (refinery, blacksmith, locksmith, armory and chemical shops). The company of Techniton was the forerunner of the later establishment of engineers > workshop in the port of Poron. It was maintained until 1858. [...] The first executives] of the Battalion of Craftsmen were the Vana-Captain Kirchmeier Pon was in charge of the company and Lieutenants Spitz, Elhafen and Aonsler, See Tsaprazis (1991), 37.

The curator of the shipyard was in charge of the construction and repairs of the warships. In addition, he inspected the sinking and unloading ships to see if they were needed repair and reported it to the manager. To him belonged all the machines, the ironworks of the warehouse and the compass factory, as well as the artisan company.

The auditor was the Director of Accounting of the Directorate and co-responsible for compliance with the budget. No payment and delivery of material was made without his subscription.

The commander of the arsenal was the artillery officer, subordinate to port officer in terms of service. However, as far as the technical part is concerned, he fell directly under the director. Assisted by artillery officers he had all cannons of arsenals and ships as well as the munitions were generally under his domain. The commander also kept detailed notes of incoming and outgoing materials and when disarming ships he received the type of artillery drafting special protocol for its status. He was also responsible for good maintenance of armaments.

The caterer is in charge of the food storage and bakeries. The Directorate took care of the supply and storage of food according to the needs of the ships and the Directorate. Thus, it was subject to the orders of the port registrar. When a ship was equipped, the caterer provided food for no more than three months. The usual items were flour, nuts, dried legumes, salted fish, salted meat, oil etc. During disarmament, the process took over the rest, and the costs were on the basis of the persons on board and the days of travel.

The cashier had one of the keys to the cash register, as well as the manager and the auditor. These three made up the fund committee. The cashier kept a daily book, which was locked in the cash register, which recorded the income and expenses per transaction. It was completed before the committee. He also kept a second book, in which he register the transactions and add or subtract the newer transaction so that the total or the balance to be the amount in the fund.

The Secretary shall observe the minutes of the meeting of the Council, protocol and processing, while he was also responsible for the orderliness of the office.

Finally, in each warehouse, a foreman was appointed, who was in charge of storing the warehouse. He was chosen by the most capable and kept the books and the lists of warehouse materials.

3.Hierarchy, naval training and organization

The first members of the Royal Navy were those who had fought in the Revolution of 1821. They were excellent sailors, but they didn't have knowledge of the basics of grammar³⁵. Still, the warriors of the Revolution had a different perception of discipline and it was difficult for them to accept their participation in an organized military corps.³⁶ This led to reluctance to change their

³⁵ Some examples: in 1832, the director of Akatio Antizilos requested permission for himself and four crew men to attend elementary school. Fakidis, (1996), p. 19; Lazaropoulos (1951), p. 55.

In 1839, the director of the Leda schooner reports in that his officers, due to lack of education, are unable to write in the day book or handle naval materials. Fakidis (1996) p. 19 ; Fokas (1923) p.52

³⁶ Typical examples are the difficulty to adopt a common uniform, as well as the difficulty to follow an organized training system in the Navy.

traditional costumes and wear western uniforms (fragika), while at the same time they considered their recruitment as an obligation of the State as retaliation for their struggles.

Another problem was the plethora of admirals and captains in the Fleet.³⁷ Occasionally, it became a matter of localism³⁸. A first attempt to deal and confine the above mentioned problem was under the command of Kapodistrias with the introduction of state diplomas (see above)³⁹. This was very important because now in order to be promoted to the next degree it was necessary for someone to possess the corresponding diplomas, which were granted by the state and not by the elders of the islands. Also, during the same period, a first adjustment of the awarded points took place.⁴⁰

From the above it becomes clear that the resolution of matters of staff was urgent. Thus, one of the first concerns of the Regency for the organization of the Navy had to do with the reexamination of the Kapodistrian catalogs of services retired in the Navy. A committee was immediately set up to verify the offer of each sailor in the Homeland during Polygenesis⁴¹. Based on the findings of the selection board and depending on the degree of each offer during the Struggle, the Navy awarded various ranks of officers⁴². Many were those who sought permanent appointment, despite the positions of officers of the Navy being limited. They were appointed, but immediately suspended receiving the corresponding salary⁴³. At the same time, The Corps of Veterans of the Navy⁴⁴ was also established.

³⁷ Not only for their abundance, but also for their arrogance Lazaropoulos (1936:270) writes the following: When Kapodistrias arrived in Greece, they took nine admirals and a hundred captains, who based on their arrogance and selfishness, argued that they were the ones to have saved Greece and thus made claims to the Government.

³⁸ The newspaper Aion (January 16. 1852) confirms this: If two of the Psarian firemen are first class captains, four such officers should be appointed. But if economic reasons do not allow this at once, at least two First Class Hydriots Fire Captains are hereby appointed. So we see that even much later (in 1852) appointments and promotions to the Navy follow... regionalistic priorities.

³⁹ Glarakis, 397.

⁴⁰ As early as 1833, a Decree was issued with the ranks of the Navy with the responsibilities of each rank. This Ordinance on the organization of the Royal Navy refers to Article 4: In order not to allow officers of higher ranks to serve inappropriately, I determined (...).

Then follows the precise definition of the tasks of each grade. See Εφημερίς της Κυβερνήσεως, Α.Φ. 39, 6/18 December 1833.

⁴¹ Gerontas (2014), 22 Miaoulis et al (1932), 51 Fokas (1923) 7.

⁴² About the former officers of the Navy Εφημερίς της Κυβερνήσεως, Α.Φ. October 11, 1835: Those former naval officers who fought honestly and uninterruptedly in the pro-independence struggle were recognized as officers in the establishment of the Commission of Inquiry on April 21 (May 3, 1833), and were registered in the General Register, would be appointed Officers of the current Royal Navy with the appropriate rank (...)The following is a list of names by grade.

⁴³ Εφημερίς της Κυβερνήσεως Α.Φ 11,8 October 1835

Everyone marked in the above articles will receive without delay deferred signatures, and will enjoys the honors enjoyed by the incumbent Royal Navy officers of the same class. They also have the right to wear their rank uniform.

⁴⁴ See the Decree on the establishment of a corps of elders of the Navy, Εφημερίς της Κυβερνήσεως Α.Φ. 29,17 / 29 August 1834.

Efforts were also made to adopt a common uniform. The Royal Decree of 3 November 1833⁴⁵ determined the uniforms of the officers and sailors of the Navy. The older sailors, however, continued to wear the traditional island costume, often because of pride⁴⁶. Another major problem was the financial hardship of the then officers because they could not afford the swords and the epaulets, which in fact were difficult to find in Greece. The Naval Directory proposed to supply Officers the necessary components holding a price from their salary⁴⁷. These problems will lead to a further simplification of the uniform by the Decree of 1852⁴⁸.

There was even a big question of supplementing the service books. As regards the logbook (perhaps the most basic service book on a ship), the Internal Service Regulation of 1837 did not clearly provide for the manner in which it was kept⁴⁹. In particular, it provided for the compilation of four diaries. Very often, however, especially on small ships, none were supplemented due to the lack of literate officers. This situation led to the Naval Secretariat to determine in 1842 the keeping on board of a single logbook⁵⁰. The writing was entrusted to the approvisionnementers under the responsibility of the directors, in the event that they and the other officers of the ship knew no letters. Writing the logbook was mandatory for literate officers.

In 1858 the official naval nomenclature was published, which was drawn up by the officers of the Hellenic Navy Leonidas Palaskas and Alexandros Koumelas and Professor Philippos Ioannou⁵¹. Until then, the common naval vocabulary was used from the time of the Venetian Thalassocracy, in which there were many foreign words. Apart from everything else, this nomenclature was

⁴⁵ This Decree on clothing and insignia of the Northern Greek Navy sets as its goal the assimilation with the European navies: In order to decorate our Royal Navy, imitating it externally with the Navies of the European Powers, we decided and ordered the following (...). See Εφημερίς της Κυβερνήσεως, Α.Φ 2, 8/20 January 1834.

⁴⁶ Characteristic of the difficulty of imposing the uniform on the officers of the Navy is the Decree of 1846 on the officers and probationers of the navy uniform. Paragraph b typically states the following: The civilian clothes which, according to the preceding article, the officers of the Royal Navy are obliged to wear must be uniform, deep blue in color, and their design must be similar to that of the English naval officers, while in paragraph c. It is stated that the uniform of the current naval officers is counted as Monday, ie as the uniform of the daily service, and replaces the one already in use, which is not allowed to be worn after the lapse of one year from today.

⁴⁷ The Maritime Directorate in a letter to the Secretariat of the Navy emphasizes the financial impossibility of officers to procure the necessary accessories of their uniform. At the same time, he proposes to keep 30,000 drachmas and with this amount to buy uniform accessories, which are then given to the officers for a part of their salary. See Περί της στολής των αξιωματικών του Β. Ναυτικού, Κωβαίος ', Εν Πόρω 24 Aug. 1839, Αρ. Πρωτοκόλλου 4102.

⁴⁸ It clearly states the financial difficulties that lead to the simplification of the uniform. Specifically: wanting to make the clothing of its officers, our War Sailors, simpler and more economical (...). Εφημερίς της Κυβερνήσεως 63, December 2, 1852.

⁴⁹ Gerontas (2014), 23 Fokas (1923), 80

⁵⁰ Two documents were found in the Kovaioi Archive (National and Historical Museum).

The first is the Navy Directory (Αρ. Πρωτ. 219, 21 Μαρτίου 1842) to the Naval Secretariat titled On Calendar. In this, the difficulties of merging the calendars are emphasized. Specifically, the following are mentioned: We also ask the Secretariat of the Seafarers to order who must keep the registers on those ships [word illegible, personal assessment: they], to whom no one but the approvisionnementner knows letters (...). The second one is by K. Kanaris, who as director of the Naval Squadron of Basil (in 1841 the two squadrons of Basil were joined in one based in Nafplion), gives instructions to the Naval Directory for drawing up the logbook (No. 924 / 889. In Nafplio, 25 October 1841: On the keeping of the logbook by Squadron B. Ships).

⁵¹ Gerontas (2014), 23 Fakidis (1996), 45 Fokas (1923), 151-52

limited to sailing shipping and could not meet the needs of the new era of steam. The work of Palaskas, Koumelas and Ioannou may have been written in ancient language, but it was an important work, which gradually prevailed not only in Navy documents but also in the oral speech of its executives.

In 1858 it was decided to regularise the non-commissioned corps with its liquidation and reorganisation. With R. Decree of 1858⁵². Non commissioned officers were divided into two categories, combat and civilians. The fiancels were divided into three branches, the Armeni, the artillery and the helm, while in each branch there were three points, the Chief Petty Officer, the Petty Officer and the Leading Seaman. Civilians were divided into two branches, in which there were two points: engineers-subengineers and carpenters-subcarpenters. The R. decree stipulated that the transfers of NCOs into branches and ranks would be carried out by the Ministry of the Navy, which would set up a three-member committee for this matter by the Captains Leonidas Palaskas, Dimitrios Sachinis and Alexandros Koumelas.

Related to the above is the issue of staff training. During this period significant efforts are being made to organize Maritime Education. The main interest is focused on the issue of creating a productive school of officers. NCOs and sailors are not taken until the liquidation of 1858. Furthermore, there is a willingness to transmit to Greece the knowledge that existed in foreign Navy of the time, resulting in the sending of new officers abroad at the expense of the Government.

This golden youth of the Navy helped raise fertile concerns about the evolution of the Weapon. A development that was completed shortly before the Balkan Wars, because it may be that the School of Naval Cadet was founded in 1884 and the Children's School in 1879, but the concerns that arose from the failed attempts of this period will lead to the developments of the next period⁵³.

The committee periodically examined the NCOs at the Naval Yard and ranked them in a branch and rank according to their abilities. Those who were not judged competent by the committee have either been discharged or transferred to the Veterans.

Summing up, it is noticed that at this time efforts are being made for the organization, hierarchy and functionality of the Navy. Everything had to be created from scratch, as the transition from the Navy of the Revolution to a Western type Navy was made, as explicitly stated in the Decree of January 1834 on Seaman's clothing: 25 aim is to simulate European seamen.

⁵² This is the Order on the rating and uniform of the Ncommissioners of V. Navy. Εφημερίς της Κυβερνήσεως Α.Φ 48, 16 Οκτώβρη 1858.

⁵³ It is typical of the letter that Leonidas Palaskas sent to the Prime Minister many years later, in 1875, as Secretary General of the Ministry of Maritime. This letter was also published in the newspapers of the time and a characteristic passage is listed below: So I stand for Mr President, that the Ministry should, if it really wished to atone this purpose, no longer cease the erroneous systems through which they have been brought into B. Seaman hitherto the cadets, and to salute the only reasonable and consonant, preach barren for the rest of them, and there is no time for these positions. The beginning of the competition for the free and public, in 30 years I recommend in vain to our countless ministers. Fakidis (1996), 55. Palaskas refers to the practice of introducing directly into the naval schools descendants of families who had fought in the Revolution of 1821. The only solution was to institutionalize public and fair examinations.

B. Μεθοδολογία της Μεταφραστικής Διαδικασίας

Για την επιτυχία του μεταφραστικού αποτελέσματος χρειάστηκε ανάλυση του προς μετάφραση υλικού. Αναζητήθηκαν παράλληλα κείμενα με το θέμα του προς μετάφραση κειμένου στην ελληνική και την αγγλική και αξιοποιήθηκαν όλες οι διαθέσιμες πηγές εύρεσης υλικού (επίσημα έγγραφα, άρθρα και δημοσιεύσεις του Ελληνικού Ναυτικού, ηλεκτρονικές εγκυκλοπαίδειες κλπ.) Τέλος, αξιοποιήθηκαν όλα τα δυνατά μέσα για τη σύνταξη γλωσσαρίου όρων (ηλεκτρονικά και έντυπα λεξικά, παράλληλα κείμενα, εγκυκλοπαίδειες κλπ.) για την εύρεση ορολογίας η οποία διευκόλυνε σημαντικά τη μεταφραστική διαδικασία. Μετά την συγκέντρωση του βοηθητικού υλικού ξεκίνησε η δημιουργία του νέου υλικού με περιεχόμενο, μορφή και διατύπωση προσαρμοσμένα στις ανάγκες του νέου κοινού ενώ στη συνέχεια έγινε η καταγραφή των μεταφραστικών προβλημάτων.

Γ. Κειμενική Ανάλυση

Η Reiss (1971), της συνέδεσε τις λειτουργίες της γλώσσας και τα είδη των κειμένων με τη μεταφραστική στρατηγική (Munday 2002:145). Διαχωρίζει τα κείμενα σε πληροφοριακά, λειτουργικά και εκφραστικά και τις λειτουργίες της γλώσσας σε πληροφοριακή, κλητική και εκφραστική αντίστοιχα. Με βάση τον παραπάνω διαχωρισμό το προς μετάφραση απόσπασμα ανήκει στην κατηγορία του πληροφοριακού κειμένου το οποίο συγκαταλέγεται στον τομέα της ιστορίας και του ναυτικού. Το κείμενο πηγή έχει ως στόχο να πληροφορήσει τον αναγνώστη σχετικά με γεγονότα της ιστορίας του ελληνικού πολεμικού ναυτικού. Το κείμενο πηγή απευθύνεται όχι μόνο σε εξειδικευμένους αναγνώστες αλλά και στον οποιοδήποτε ενδιαφέρεται να πληροφορηθεί για την ιστορία του πολεμικού ναυτικού.

Παράλληλα, στο πλαίσιο της λειτουργικής θεωρίας, η Reiss παραθέτει μια σειρά ενδογλωσσικών και εξωγλωσσικών στοιχείων βάσει των οποίων μπορεί να αξιολογηθεί το κείμενο-στόχος. Τα ενδογλωσσικά στοιχεία περιλαμβάνουν σημασιολογικά, λεξιλογικά, γραμματικά και υφολογικά στοιχεία, ενώ στα εξωγλωσσικά ανήκουν στοιχεία όπως ο χώρος και ο χρόνος συγγραφής του κειμένου, η κατάσταση, το θεματικό πεδίο, ο δέκτης και ο πομπός (Reiss 1971 στο Munday 2004:129). Αντίστοιχη κειμενική ανάλυση έχει πραγματοποιηθεί από την Nord, η οποία διασπά το κείμενο σε εξωκειμενικούς και εσωκειμενικούς παράγοντες (Nord 1991 στο Munday 2004:137/138). Το μοντέλο αυτό εφαρμόζεται στο πρωτότυπο κείμενο και δικαιολογεί τις μεταφραστικές επιλογές και στρατηγικές που ακολουθήθηκαν.

Όπως προαναφέρθηκε, πρόκειται για ένα κείμενο το οποίο απευθύνεται τόσο σε ειδικό όσο και στο ευρύ κοινό. Η οργάνωση και η δομή του κειμένου διευκολύνει ακόμα και το μέσο αναγνώστη καθώς υπάρχει ομαλή μετάβαση από τη μία ενότητα στην επόμενη.

Επιπλέον, η αναφορική λειτουργία της γλώσσας και ο επιστημονικός τόνος μαρτυρούν την πληροφοριακή λειτουργία του κειμένου πηγή. Παράλληλα, τα σημασιολογικά στοιχεία του ελληνικού κειμένου σε συνδυασμό με την αυστηρή δομή βοηθούν στην οργάνωση του λόγου και την ομαλή μετάβαση του νοήματος. Έτσι, λοιπόν, στα στοιχεία αυτά συγκαταλέγονται ο διαχωρισμός του κειμένου σε χρονικά διαστήματα, κεφάλαια και ενότητες και η αναφορά σε αυτές, η απαρίθμηση επιχειρημάτων (π.χ ένα άλλο σημαντικό πρόβλημα ήταν) αλλά και η χρήση διαρθρωτικών λέξεων με τις οποίες δηλώνονται σχέσεις σύγκρισης-αντίθεσης (ενώ, παρόλα αυτά, όμως), χρονική σχέση (ύστερα από, κατά) και συμπέρασμα (συνοψίζοντας). Τέλος, οι υποσημειώσεις στο πρωτότυπο λειτουργούν επεξηγηματικά και διευκρινίζουν όρους και έννοιες, ώστε να γίνουν κατανοητές από το μη ειδικό αναγνωστικό κοινό (π.χ Πρόκειται για το Διάταγμα Περί βαθμολογίας και στολής των υπαξιωματικών του Ναυτικού).

Ανάλυση κειμένου-πηγής και κειμένου-στόχος σε πίνακα.

Παρατίθενται τα κειμενικά χαρακτηριστικά του πρωτοτύπου και του μεταφράσματος:

	Κείμενο-πηγή	Κείμενο-στόχος
Είδος κειμένου	Πληροφοριακό, παρουσίαση ιστορικών γεγονότων	Πληροφοριακό, παρουσίαση ιστορικών γεγονότων
Λειτουργία	Πληροφοριακή, αναφορική	Πληροφοριακή, αναφορική
Περιεχόμενο	Ειδικοί όροι σχετικά με το πολεμικό ναυτικό, ιστορικά γεγονότα και ανάλυσή τους, επεξηγήσεις, παραδείγματα	Οι πληροφορίες του κειμένου-πηγή μεταφέρονται αναλλοίωτες στο μετάφρασμα.
Μέσο μετάδοσης	Βιβλίο	Πτυχιακή εργασία
Παραλήπτης	Ευρύ κοινό με ενδιαφέρον προς το πολεμικό ναυτικό και την ιστορία του αλλά και ειδικό καταρτισμένο κοινό.	Ευρύ κοινό με ενδιαφέρον προς το πολεμικό ναυτικό και την ιστορία του, φοιτητές που ενδεχομένως έχουν ενδιαφέρον προς τη μεταφραστική διαδικασία και το σχολιασμό και όχι το ίδιο το κείμενο.
Χώρος-χρόνος	Το κείμενο απευθύνεται σε ελληνόφωνους αναγνώστες καθώς είναι γραμμένο στην ελληνική γλώσσα.	Το κείμενο απευθύνεται σε αγγλόφωνους αναγνώστες.
Δομή	Οργανωμένη δομή με κεφάλαια, σελίδες, υποσημειώσεις, παραπομπές, τίτλους και εικόνες.	Η μορφή του κειμένου-πηγή έχει μείνει αναλλοίωτη και στο μετάφρασμα. Μοναδική εξαίρεση είναι πως έχουν αφαιρεθεί οι εικόνες.
Γλώσσα	Απλός λόγος σε συνδυασμό με ειδική ορολογία. Κυριαρχεί η χρήση παρελθοντικών χρόνων μιας και το απόσπασμα αναφέρεται στην εποχή μεταξύ 1828-1858. Χρησιμοποιείται κυρίως παρατακτική σύνδεση με αναφορικές προτάσεις	Διατήρηση του απλού λόγου και του συνδυασμού του με την ειδική ορολογία. Διατήρηση επίσης της χρήσης παρελθοντικών χρόνων και των αναφορικών προτάσεων με παρατακτική σύνδεση.
Ύφος	Επίσημο, διδακτικό, λιτό	Επίσημο, διδακτικό, λιτό
Εξωγλωσσικά δεδομένα	Εικόνες	Έχουν αφαιρεθεί οι εικόνες στο μετάφρασμα.

Ορολογία	Ειδικοί όροι σχετικά με τη ναυτιλία και το πολεμικό ναυτικό.	Μετάφραση της ειδικής ορολογίας και μετάφραση των επεξηγήσεων των ειδικών όρων ώστε να γίνει το μετάφρασμα όσο το δυνατόν πιο κατανοητό στον αναγνώστη.
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Γ.1 Μεταφραστική Εντολή

Όσον αφορά τη μεταφραστική διαδικασία, αυτή επιτελέστηκε με σκοπό να παραχθεί ένα λειτουργικά επαρκές αποτέλεσμα, βασισμένο στους κανόνες συνεκτικότητας και πιστότητας όπως αυτοί διατυπώθηκαν από τον Vermeer για τη γενικότερη θεωρία του σκοπού. Με βάση τα παραπάνω, σκοπός ήταν η διατήρηση του ίδιου επικοινωνιακού σκοπού και η αναλλοίωτη μεταφορά στη γλώσσα στόχο των πληροφοριών του κειμένου πηγή.

Γ. 2. Αποδελτίωση – Γλωσσάριο Όρων

Στο παρακάτω Γλωσσάριο Όρων παρατίθενται όλοι οι όροι, που απαντώνται στο πρωτότυπο κείμενο, η μετάφρασή τους στην Ελληνική γλώσσα, οι πηγές τεκμηρίωσης, καθώς και ορισμένες επιπρόσθετες παρατηρήσεις, επεξηγήσεις ή αναφορές χωρίων από τις πηγές τεκμηρίωσης, στις οποίες αναφέρεται ο αντίστοιχος όρος σε ελληνική απόδοση.

Ελληνικός Όρος	Μετάφραση όρου στην αγγλική	Πηγή τεκμηρίωσης	Παρατηρήσεις
εκστρατεία	expedition	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα, https://en.wikipedia.org/wiki/Chios_expedition	The Chios expedition (Greek: Εκστρατεία της Χίου) was an unsuccessful attempt of the regular Greek army and irregular military units for the recapture of Chios island during the final stages of the Greek War of Independence. Chios had participated in

			the Greek uprising against the Ottoman Empire, but had been captured and its population massacred by the Ottoman fleet in 1822.
εφοδιασμός	supply	https://iate.europa.eu/search/result/1630681998570/1	
Ναυτική μοίρα	Naval squadron	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
Ναυμαχία	Naval combat	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
Επιτροπή των Χίων	Chian Committee	https://en.wikipedia.org/wiki/Chian_Committee	The Chian Committee (Greek: Επιτροπή των Χίων)
Στολίσκος	flotilla	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
Δίκροτο	frigate	https://www.hellenicnavy.gr/en/history-tradition/history-of-hellenic-navy.html	
κορβέτα	corvette	https://en.wikipedia.org/wiki/Corvette	A corvette is a small warship. It is traditionally the smallest class of vessel considered to be a proper (or "rated") warship. The warship class above the

			corvette is that of the frigate, while the class below was historically that of the sloop-of-war. The modern types of ships below a corvette are coastal patrol craft, missile boat and fast attack craft. In modern terms, a corvette is typically between 500 tons and 2,000 tons, although recent designs may approach 3,000 tons, which might instead be considered a small frigate.
Μίστικο	mistico	https://el.wikipedia.org/wiki/%CE%9C%CF%8D%CF%83%CF%84%CE%B9%CE%BA%CE%BF	A mistico was a large sailing coaster used in the Mediterranean in the 18th and 19th centuries. Misticos were decked vessels with long, low hulls and had two masts amidships that carried two lateen or settee sails and a jib. They ranged in size from 40 to 80 tons, and had

			crews of five to nine men.
Κυβερνήτης	Governor	http://www.hellenicaworld.com/Greece/History/en/ChianCommittee.html	
πλοίαρχος	captain	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
κανονιοφόρος	gunboat	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
περίπολος	patrol	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
στόλος	fleet	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
Ημερολόγιο πλοίου	logbook	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
τροφοδότης	approvisionner	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
απόπλους	departure	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
Πλήρωμα	crew	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
Έφορος λιμένος	port superintendent	https://www.collinsdictionary.com/dictionary/english/marine-superintendent	
κανονιοβολισμός	cannonade	Πεντάγλωσσο λεξικό ναυτικών	

		όρων Π.Ε Σερδίτσα	
ναύσταθμος	arsenal	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
Οχύρωμα	fortification	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
Λόχος των Πρεσβυτών	Veterans	http://elzoni.gr/html/ent/353/ent.32353.asp	
Αρχιστράτηγος	General	Πεντάγλωσσο λεξικό ναυτικών όρων Π.Ε Σερδίτσα	
Ναυτικό ονοματολόγιο	Naval nomenclature	https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/n/nomenclature-naval-vessels.html	
Κελευστής	Chief Petty Officer	https://el.wikipedia.org/wiki/%CE%9A%CE%B5%CE%BB%CE%B5%CF%85%CF%83%CF%84%CE%AE%CF%82	
Υποκελευστής	Petty Officer	https://el.wikipedia.org/wiki/%CE%A5%CF%80%CE%BF%CE%BA%CE%B5%CE%BB%CE%B5%CF%85%CF%83%CF%84%CE%AE%CF%82	Στους αγγλόφωνους στρατούς ο αντίστοιχος βαθμός καλείται Petty Officer.
Δίοπος	Leading seaman	https://el.wikipedia.org/wiki/%CE%94%CE%AF%CE%BF%CF%80	Στους αγγλόφωνους στρατούς ο αντίστοιχος βαθμός καλείται

		%CE%BF%CF%82	Leading Seaman.
επωμίδες	epaulets	https://www.wordreference.com/engr/epaulet	
αντιβασιλεία	regency	https://www.wordreference.com/gren/%CE%B1%CE%BD%CF%84%CE%B9%CE%B2%CE%B1%CF%83%CE%B9%CE%BB%CE%B5%CE%AF%CE%B1	
συνθηκολόγηση	capitulation	https://www.wordreference.com/gren/%CF%83%CF%85%CE%BD%CE%B8%CE%B7%CE%BA%CE%BF%CE%BB%CF%8C%CE%B3%CE%B7%CF%83%CE%B7	
κλητήρας	clerk	https://www.wordreference.com/gren/%CE%BA%CE%BB%CE%B7%CF%84%CE%AE%CF%81%CE%B1%CF%82	
πρόσοδος	annuity	https://el.glosbe.com/el/en/%CF%80%CF%81%CF%8C%CF%83%CE%BF%CE%B4%CE%BF%CF%82	
φυτίλι	fuse	https://el.glosbe.com/el/en/%CF%86%CF%85%CF%84%CE%AF%CE%BB%CE%B9%CE%B1	
υπογραμματέας	undersecretary	https://www.almany.com/en/dict/	

		en- el/%CF%85%CF %80%CE%BF% CE%B3%CF%8 1%CE%B1%CE %BC%CE%BC% CE%B1%CF%8 4%CE%AD%CE %B1%CF%82/	
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Γ.3. Μεταφραστικά Προβλήματα Ορολογίας

Ως μεταφραστικό πρόβλημα ορίζεται κάθε αντικειμενικό πρόβλημα που συναντά ένας μεταφραστής, κατά την επιτέλεση του μεταφραστικού έργου, το οποίο καλείται να επιλύσει, λαμβάνοντας αποφάσεις, σύμφωνα με τις γνώσεις και την εμπειρία του. Φυσικά, τα μεταφραστικά προβλήματα εξαρτώνται και από τη φύση ίδιου του κειμένου, την ικανότητα του μεταφραστή, καθώς και τη μεταφραστική εντολή. Στην προκειμένη περίπτωση, τα δύο κείμενα είναι ομοιολεειτουργικά. Η επικοινωνιακή λειτουργία παραμένει η ίδια και οι πληροφορίες του πρωτοτύπου παραμένουν στο μετάφρασμα. Τα περισσότερα μεταφραστικά προβλήματα που εντοπίστηκαν στο κείμενο ήταν γλωσσικής φύσεως.

Τα μεταφραστικά προβλήματα μπορούν να χωριστούν σε κατηγορίες, ανάλογα με το είδος τους. Λαμβάνεται υπόψιν η κατηγοριοποίηση των μεταφραστικών προβλημάτων που προτείνεται από τη Nord, όπου τα προβλήματα κατατάσσονται σε πραγματολογικά, τα οποία προκύπτουν από τις διαφορές στην επικοινωνιακή λειτουργία του κειμένου-πηγή και κειμένου-στόχος, σε διαπολιτισμικά, που προκύπτουν κυρίως στην εργαλειακή μετάφραση και σχετίζονται με τις διαφορές σε νόρμες, συμβάσεις και συνήθειες των πολιτισμών της γλώσσας αφετηρίας και γλώσσας αφίξεως, και, τέλος, σε γλωσσικά και διαγλωσσικά, που σχετίζονται με διαφορές ως προς τη δομή, τη σύνταξη, το λεξιλόγιο ή και με έννοιες που λαμβάνουν συγκεκριμένες λέξεις στην εκάστοτε γλώσσα και τη σωστή απόδοσή τους στο μετάφρασμα. Στην τελευταία κατηγορία εντάσσονται και τα μεταφραστικά προβλήματα ορολογίας.

Η ορολογία αποτέλεσε ένα σημαντικό μεταφραστικό πρόβλημα καθώς η ύπαρξη ειδικών όρων σχετικών με το πολεμικό ναυτικό είναι εμφανής σε όλη την έκταση του κειμένου. Υπήρχαν πολλοί ειδικοί όροι οι οποίοι γίνονται εύκολα αναγνωρίσιμοι ως σχετικοί με τη ναυτική ορολογία και έτσι η μετάφραση τους δεν αποτέλεσε πρόβλημα παρόλο που γίνονται ευκολότερα αντιληπτοί από το ειδικό και όχι από το ευρύ κοινό. Ο συνδυασμός κοινής και ειδικής γλώσσας μαζί με το ύφος του κειμένου επιτρέπουν στον απλό αναγνώστη να κατανοήσει ειδικούς όρους.

Κάποιοι από τους τρόπους απόδοσης της ορολογίας ήταν και οι εξής:

- Χρήση δανείων

- Φρεγάτα: frigate
- Κορβέτα: corvette

Όσον αφορά την ορολογία, σημαντικό ρόλο είχαν και οι υποσημειώσεις οι οποίες ήταν διάχυτες και κάλυπταν μεγάλο μέρος του πρωτοτύπου. Στις υποσημειώσεις βρίσκονται εκτενέστερες επεξηγήσεις των ειδικών όρων. (λχ. Λόχος των Τεχνιτών), παραδείγματα και παραπομπές σε εφημερίδες, άρθρα.

Μεταφορά

Στο κείμενο προς μετάφραση εντοπίστηκε η χρήση πολλών μεταφορών οι οποίες μεταφράστηκαν με διάφορες τεχνικές μετάφρασης της μεταφοράς, όπως η «κατά λέξη μετάφραση, η υποκατάσταση με μεταφορική έκφραση της γλώσσας και η παραφραστική εικόνα, τεχνικές οι οποίες εφαρμόστηκαν με άμεσο είτε με έμμεσο τρόπο στο μετάφρασμα (Κελάνδριας 2007:132). Παραδείγματος χάριν «*υιοθέτηση μιας κοινής στολής*» ως «*adopt a common uniform*».

Τυπογραφικά λάθη

Στο πρωτότυπο υπήρχαν διάσπαρτα τυπογραφικά λάθη τα οποία διορθώθηκαν και δεν αναπαράχθηκαν στο μετάφρασμα. Παραδείγματος χάριν:

- από τους Άγγλους και τους Εάλλους: από τους Άγγλους και τους Γάλλους
- Εεώργιο και Πετρόμππη Μαυρομιχάλη: Γεώργιο και Πετρόμππη Μαυρομιχάλη
- όλοι οι εχθροί του Κυβερνήτη: όλοι οι εχθροί του Κυβερνήτη

Κείμενο γραμμένο σε καθαρεύουσα στις υποσημειώσεις

Στις υποσημειώσεις υπήρχαν κομμάτια τα οποία ήταν γραμμένα σε καθαρεύουσα και για τη μετάφρασή τους στην αγγλική χρειάστηκε αρχικά να μεταφραστούν στα νέα ελληνικά. Παραδείγματος χάριν:

- -Ή έκδοσις των διπλωμάτων, διά των όποιων αναγνωρίζονται τά εμπορικά πλοία ως εθνικά, καί διά των όποιων τοίς δίδεται ή άδεια νά νηώσωσιν Ελληνικήν σημαίαν■ ή φροντίς περί τής διαφνλάξεως των περί τοίτων υπαρχόντων κανονισμών.
- Βλ. το Περί των πρώιρ' άξιωματικών τον Ναυτικοί> της Εφημερίδας τής Κυβερήσεως, Α.Φ. 11, 8 Οκτωβρίου 1835: Εκείνους τούς πρώιρ' Άξιωματικούς του Noam κου, οϊτινες ήγωνίσθϊσαν έντίμως και με άδιάκοπον καρτερίαν εις τον υπέρ άνεξαρτησίας άγώνα, άνεγνωρίσθϊσαν ως άξιωματικοί παρά τής συστηθείσης την 21 Απριλίου (3 Μάϊου) 1833 Εξεταστικής Επιτροπής, καί κατεγράφησαν εις τό γενικόν Μητρώον, έχοντας ύπ'όψιν τάς προλαβούσας έκδουλεύσεις των, έπιθυμουμεν νά τούς διορίσω μεν ήδη Άξιωματικούς τοι 'Ημετέρου Βασιλικού' Ναυτικοί' μέ τον ανάλογον βαθμή' (...). Ακολουθεί κατάλογος ονομάτων ανά βαθμό.

Για τη μετάφραση στη νέα ελληνική γλώσσα και τη σωστή κατανόηση των συγκεκριμένων χωρίων ζητήθηκε βοήθεια από φιλόλογο ώστε να παραχθεί στη συνέχεια σωστά και η μετάφρασή τους στην αγγλική.

Επίλογος

Σύμφωνα με τους Reiss και Vermeer, ένα κείμενο-αφίξεως είναι παροχή πληροφοριών, οι οποίες διατυπώνονται από έναν μεταφραστή σε έναν πολιτισμό και μια γλώσσα αφίξεως με τέτοιον τρόπο, ώστε να γίνεται κατανοητός από τους αποδέκτες του κειμένου-στόχου (Κελάνδριας 2007:27). Η σωστή ερμηνεία του κειμένου αφετηρίας, η αναγνώριση των πολιτισμικών στοιχείων στο κείμενο αφίξεως και οι απαραίτητες επιστημονικές γνώσεις επιτρέπουν στον μεταφραστή να κατανοήσει τις έννοιες που διατυπώνονται στο κείμενο ώστε να δημιουργήσει ένα άρτιο μεταφραστικό αποτέλεσμα. Στο κείμενο εντοπίστηκαν αρκετά προβλήματα λόγω της συνύπαρξης ειδικής, κοινής και καθαρεύουσας γλώσσας, τα οποία αρχικά δυσκόλεψαν την παραγωγή του μεταφράσματος λόγω του εξειδικευμένου, των ελλιπών γνώσεων σχετικά με τη ναυτιλία και τη δυσκολία κατανόησης και επομένως ικανοποιητικής μετάφρασης των χωρίων γραμμένων στην καθαρεύουσα. Προβλήματα τα οποία στην αρχή δυσχέραναν το έργο δημιουργίας του μεταφράσματος αλλά στη συνέχεια αντιμετωπίστηκαν αποτελεσματικά και δημιουργήθηκε ένα συνεκτικό κείμενο το οποίο ανταποκρίνεται στις προσδοκίες του αναγνώστη του. Μάλιστα, σύμφωνα με την θεωρία του σκοπού, πολλές φορές αναρωτήθηκα αν κάτι μπορεί να γραφεί, για ποιο λόγο πρέπει να γραφεί και πώς μπορεί να διατυπωθεί. Συνοψίζοντας το αποτέλεσμα δεν είναι ή δεν θα πρέπει να είναι μια αμιγώς γλωσσική πράξη, αλλά πολύ περισσότερο μια πράξη διαπολιτισμικής επικοινωνίας.

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