

Shipbuilding in the Aral Sea and the Amu Darya River



Fazliddin Jumaniyozov

Abstract— This article is focused on the history of the emergence and development of shipbuilding in the Khorezm oasis in the 19th and 20th centuries. The history of Butakov's study of the Aral Sea and the discovery of sea routes in Amu Darya river has a two-hundred-year period. During this time, the navy and the seafaring reached a high level and almost ended. During this period, the major part of cargo transported to the Khorezm oasis by ships was a huge flotilla in this area. The deterioration of the ecological situation, the extreme degradation of the river and the complication of ships, the efficiency of rail, automobile, airfreight and passenger transport - all led to the limitation of ships' movement on the rivers of Central Asia.

Keywords: The Aral Sea, The Amu Darya river, Ship, Steamboat, Barge, Harbor, Customs, A.I. Butakov and so on.

I. INTRODUCTION

I have been interested in the subject for many years. Perhaps, the main reason is that I was born in the village of Doshaksaka (Tashsaka), near the river, and my impressions about it have been strong for the rest of my life.

The reason of being a young man, everything seems large and even grand. Along with such facilities as Chingiztepa (over 30m), Koratosh (20-25m), Polvonyop canal (35-40m wide) and dam (7-8m) near my homeland, the great Amudarya River is also magnificent with its flowing. Its left bank is more than 20 meters high, in some places there are staircases to bring water out, and artificial caves such as Pumpkin Grandfather (dug for rain and snow for fishing nets) are dug. They are suitable for the livelihoods of people who live near the river. The width of the river was unlimited, sometimes up to 800-900 meters.

Age determination of the Amu Darya river is quite complex, but may take tens of thousands of years. It is known that the front in August 530, Iranian troops led by Kayhusrov were defeated by massagets as they crossed the river. In 329 B.C, Alexander the Great carried his troops across the river for a week with the use of inflatable skins and bags of straw. When the troops of Genghis Khan in 1219-1221 and Amir Temur in 1371-1388 marched to Khorezm, they made great strides in several places along the river. A similar situation

was observed in May 1873, during the Russian occupation, near Tuynukli (Tashsaka) and Shurakhan.

After the invasion of Tsarist Russia, educated scientists began to collect information on the past. As a result, the "Turkestan Collection" of 594 volumes was formed and included almost everything published in the world. Naturally, the collection also contains information on the first steps of shipbuilding in the Aral and The Amudarya. The researcher from Bukhara Z.O. Koryagdiev tried to cover the problem in some way. For example, you can read some details about the Alibobo Port in Gurlen. The port is said to be located in a very picturesque place - opposite Badaytokay, the ships of Guzmān are constantly flowing to cross the river, and during the holidays, thousands gather. The Alibobo area, which is located on a river, even in the hardest part of the river, is safe.

"At the bridge on the road to Alibobo, there was a special competition for young people, whose horse was the first," recalls Haji Fayzullaev, a resident of the village of Eshimjiron. "Because the closed bridge between Eshimjiron and Mai is high, the main road to go from Gurlen is through it"[1]. The old name of this place is Hosminor, where hubs work near the river, the remains of ripe bricks and utensils still exist on the land to the village of Wazir.

This proves that According to Muarrih Abulgazi Bakhodirkhan, since 1573 "the river changed its course and started to flow from Hosminor towards the Aral"[2].

II. METHODOLOGY

Not only did the river get its share of the people who lived nearby, it also connected with the outside world. Hundreds of ships docked in the waterway, carried the necessary goods and people. Sailing ships from the lower Amudarya river sailed to the upper reaches of the river Termez and Kai-kwvat. After the establishment of the Aral Sea Fleet and the Amu Darya river Shipyard, and the arrival of steamers and barges, they traveled continuously for almost 400 miles between Petro-Alexandrovsk (Turtkul), Darganata, and Chorzhou (Turkmenabad). The sailors would reach the upper part of the river four and 2.5 days downstream. Initially, the Navy, the Russian officials, and the merchants used the naval capabilities of the Amu Darya river.

Long before the Russian occupation of the country, the possibility of connecting the Amu Darya river waterways with the Aral Sea was sought. In the spring of 1847, Lieutenant A. of the Navy arrived in Orenburg. Under the leadership of A. Mertviy began construction of the ships "Nicholas" and "Mikhail". The first was a military restoration, with two balls mounted.

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The second one was built on the order of the Fisheries Association. Both ships are 90km from the Syrdarya river flowing into the Aral. He was sent to a distant castle of the Raim (called the Russian Aralsk) and began to assemble.

Another soldier, Lieutenant A.E., arrived in Orenburg on March 5, 1848. Butakov began to build a second two-ship third class called Constantine. In late July, the vessel was 14 feet long and its height was 1.2 meters. He was also sent to the fortress of Raim. The expedition, which included A.I. Butakov, ensign I.A.Pospelov, a Ukrainian educator Taras Shevchenko, and 27 other crew members, spent two months hydrographic surveying the Aral Sea area and drawing up its initial map. The deepest point of the sea is 68 meters. Rich deposits of coal were found near the sea.

III. RESEARCH METHODOLOGY & RESULTS

A.I. Butakov, who received the rank of lieutenant commander and was a member of the Russian Geographical Society, made his observations on the Aral Sea on January 27, 1849, before his colleagues in Petersburg. Upon his return, the new sea-long exploration lasted until September 22. The weather and magnetic state of the sea were widely studied, and a number of islands were discovered. The state of the storm and the calm sea were assessed and a navigation map was created. The expedition reports were accompanied by paintings by Taras Shevchenko, and Alexander Ivanovich was freed by King Alexander II. The delegation of the Geographical Society, fearing the wrath of the governor, is its highest sign – Constantine decided not to give the gold medal. The report, which covered the Aral Sea coast, was in full swing. It was published in 1872 after Butakov's death.

In 1852, A.I. Butakov was appointed as the head of the Aral flotilla. A port and a ship repair shop (dock) were set up in Gazali on the Syrdarya coast. Flotilla ships supported Russian diplomacy and military entering Central Asia. As a result, in 1853, Lieutenant H.P., who took part in the occupation of the Akmachit fortress of the Kokand khanate. The sailors of the Perovsk and Obruchev vessels, led by Erdeli, showed courage.

In 1855 A.I. Butakov was given the rank of Captain of the 2nd rank. In 1857, he was awarded the first rank of Captain for his participation in the suppression of the Kazakh revolt at Arykbaliq. That year, the A.I. Butakov organized a new hydrographic expedition to the delta of the Aral and the Amu Darya river. Its members sailed through Kilkat and Nukus in a barracks called "Obruchev" (built in Sweden in 1850), through a route identified by the Ulkandarya tributary.



Barkas Obruchev

In April 1858, A.I. Butakov's squadron, sent to Khiva and Bukhara by Colonel V.P. Ignatev, was handed over to a 150-member Russian embassy mission and sailed to Kungrad. At that time, the Karakalpaks revolted against the Khiva khan, and members of the expedition refused to intervene in the military massacres. However, the demonstration of Russian capabilities played an important role in ending the uprising.

1862 A.I. Butakov inspected the Syrdarya and made its first map. Alexander Ivanovich, who was summoned to St. Petersburg next July, was awarded the rank of Admiral and assigned a 12-year pension. The new admiral, who was appointed as a chief of the operational squadron crew, commanded the royal family's ships. He then led a crew of ships sailing on the Neva River. But after a poor health, he went to Germany for treatment and died on June 28, 1869, at the age of 54 in Schwabach. The condolences published in the "Sea Collection" ("Morskoy Sbornik") say that he was "a true naval officer, worthy of every country and nation." [3]

During the invasion of Tsarist Russia, in April 1873, two Russian ships with three barges entered the Khiva khanate through the Ulkandarya tributary of the Amu Darya river. However, swimming was suspended due to the fact that the upper part of the river was not well studied. In August 1873, Baron A.V. Kaulbars discovered a new path to the sea through the river Kuvanish-Jarma through the investigations downstream. Now the steamship of the Aral flotilla has been able to sail freely from Gazali to the Amu Darya river and launch a permanent shipyard. The "Perovsky" steamboat flocked to Nukus, to the amazement of the people. From then on, downstream the river continued uninterruptedly," [4] wrote the French geographer. Advertisement.

1874, the Niva newspaper scientific expedition, consisted of Colonel N.G. Stoletov, Dr. I. Morev and artist N. Karazin, was sent from Orenburg and was reported that it would be sent to the Amudarya river basin [5]. The expedition had to carry out the volume of river water, the vessels' ability to navigate, the identification of routes to Syrdarya, the metrological, topographic, statistical and natural-historical research.

At the same time, the main objective was to identify the possibility of using waterways to occupy the country in the future. About half a year's expedition was given one steamboat and 25 Cossack guards from the Aral Fleet.

Nikolai Karazin's memoirs "Scientific expedition to the Amu Darya river" were published on the results of the expedition and attached 4 decorative pictures of the author. The Russians, who sailed through the island, were amazed to see the clear sea mixed with muddy river water. About 300 kilometers into the sea, the Amu Darya river forms a delta and pours water through several tributaries. The longest and largest right tributary was the Yangisuv, near the Sea of Tuizbos. The left tributary of Taggut irrigated the lands of the Yomud or Turkmen. Between these two tributaries, the Joyful Yorma (Ulkindarya) was situated on its small river. Although the river's upper stream was wide, deep, and very easy to navigate, no routes for swimming along the delta have been identified. This was the main task of the expedition.

The river's confluence with the sea was covered with thick and high reeds.

There were Russian fishermen's quarters here, which were better than local fishermen, hunting such fish like lacquer (som), bakra (esoteric), salmon. The expedition ship "Samarkand" began to look for opportunities to cross the reed shallow river into the main river. Once, while swimming upstream Ulkindarya, identified by I.A. Butakov, he encountered the existing Sori and Black lakes on the right and left bank. They were about 20 feet [20 m] deep and made the sailing easier.

The expedition continued onshore with horse, cart, and foot. Occasionally, there were boats and lodges of local fishermen. Kara-kalpaks used the rivers and lakes for summer fishing. As a temporary place of residence, they prepared a porch, with the top of the reeds cut off and covered with a reed, and the top with a cane. In a furnace near the clay, which was built on soil and sand, lit a fire and cooked. The fish and other prey that were taken care of were salted and dried.

Between 1862 and 1872, four more ships and 9 barges were unloaded on the Aral. Their total carrying capacity was 58,800 pounds and 22 piles were installed. In 1866, there were 344 sailors serving 18 officers and officers. By the beginning of 1880 there were 24 officers and officers and 548 sailors[6].

In May 1873 the Tsarist armies invaded Khiva. The peace agreement signed on August 12 that year made Khiva semi-colonized. The right coastal areas of the Amu Darya river were seized (anexion) and a Petro-Aleksandrovsk fortress was established to control the khanate[7]. The long-awaited sailing of the Russians began on the Amu Darya river some areas, ports, barns, and shelters for sailors were built.

In 1875 near the Amudarya the old religious Cossacks moved there. Along with fisheries, they began to assist in the sailing of the Aral Sea fleet. The Cossacks built settlements near the river, called Pervonachalny and villages Zair, and a little further away, near Petro-Alexandrovsk, Chimbay, Nukus.



Ural Cossacks

In 1878 the Aral Fleet had 6 steamboats and had 9 barges, 10 barges, 18 boats, 8 ferries and 1 floating dock (temporary repair of ships). At the same time piles were installed on ships and barges. Two-thirds of the fleet was built at the newly launched plant in Votkinsk, Russia[8].

In 1879 the head of the Amudarya branch was A.A. An expedition led by Grotengelm has once again examined the naval capabilities of the river. N.N. Zubov Zubov, a participant in the expedition and hydrographic study of the river, suggested that "the recruitment of shore larvae from fishermen should be followed by the preparation of fuel reserves for steamers, while monitoring the river and making necessary signs"[9].

From 1879 to 1883, Glukhovsky led a comprehensive expedition to explore Uzboy (the old channel of the Amu Darya river), according to the results of which the book "Passing the waters of the river. Amu-Darya along its old channel into the Caspian Sea ... "was published. (St. Petersburg, type. MM Stasyulevich, 1893).

On October 26, 1882, the royal order and the Governor-General of Turkestan By the order of M.G. Chernyaev a commission was set up to liquidate the Aral Sea fleet. On April 7, 1883, it was decided to break the ships. However, owing to the high cost of completing the fleet ships in this manner, it was agreed to sell to stockholders and private persons on October 26, 1883[10].

In 1886, the Caspian Sea (Transcaucasia) railway reached Chorzhou. The city, which is under the control of the Bukhara Emirate and was one of the most important points in the Amu Darya river under Russian control. The river was also named after the ancient city of Amul (which is still 20 km away from the river).

On November 13, 1887, it was proposed to establish a new Amu Darya river military fleet. After a long controversy, on May 2, 1888, a military flotilla began operating on the river. At the same time, Buts and Pompeii, a British firm in Peterborough, was ordered to build "Tsar" and "Tsarica" vessels and barges "Petersburg and Moscow." Both ships and barges were transported to Chorzhou through the Volga River and the Caspian Sea. In 1888, ships gathered and led by Captain Lavengagen began to sail. Shortly afterwards the vessels "Prince", "Imperator" and "Tashkent" barges were put into operation. They regularly traveled between Petro-Alexandrovsk (Turtkul) and Karki.

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More than 20 steamboats and more than 50 barges of the Khiva and Caucasus Mercury transported 7,000 tonnes of cargo and passengers. Only one Khiva Association had 5 self-propelled steamboats, 5 sailboats, and 4 wooden barges. In addition, more than 1,500 small and medium-sized ships, capable of carrying 24,000 tonnes of cargo by private businessmen and the rich, served the needs of traders and businessmen. Most of them were driven up and down with the oars and sometimes dragged by rowers by a rope. The ship was floating upstream, near Toshaska[11].



Salvation Support

In 1891 the Tsaritsa steamship relocated the remains of the Aral flotilla from Gazali to the Chorzhou port. These are all vessels that are floating upstream and downstream, and their maintenance needs will receive the necessary support at the port. Almost sold or looted fleet ownership went into the hands of enthusiastic people. Though there were plans to rebuild it in the future, all of them were left unrecognizable as suggestions.

But the number of fleet ships increased. In 1897 they were joined by the parishioners of "Prince of Wales", in 1899 "Princess Olga" and in 1901 "Emperor Nicholas II." With the arrival of new steamers, similar barges were built. At the same time the "Petersburg", "Moscow", "Kiev", "Odessa", "Tashkent", "Volga", "Dnepr", "Dvina", "Neva", "Don", "Ship", "Beluga", 5 of them were capable of carrying 5,000 pounds and 4 of them were carrying 3,000 pounds on the river. There were also boats called "No. 1" and "Lieutenant Sablin" in the fleet[12]. Each of the steamers had 75 passengers, barges. It was capable of transporting 700-1000 poods of oil, 6-10,000 pounds of cotton, industrial goods and so on[13].

Since there was no railroad in the Khiva khanate, all cargo shipped to Russia would be carried by small and large canals to the river and then brought to Chorzhou. From there, passengers could board trains, reach the Caspian coast, and then leave for Russia and the Caspian region. The construction of a railroad bridge (originally wood) to the Amu Darya river allowed adding new territories to the trade and industrial turnover. From 1888, trains began to travel through New Bukhara (Kagan) to Samarkand. Later rail tracks were laid to Andijan (1898) and to Tashkent (1899). Finally, it became 1,748 km. The Caspian Sea (Transcaucasian) railroad played an important role in the socio-economic life of the country.

At the beginning of the 20th century, the Amudarya shipyard entered a new era of development. Continuous expansion of trade and political-social relations further expanded relations between Russia and Khiva. Now, the khan's services are also being used by ships. For example, in

1907, 1911, 1913 and 1916, the Khiva Khan used his train and train services in the river during his trips to Russia.

In 1908 the Amu Darya river flotilla celebrated its 20th anniversary. On this occasion, the newspaper "Razvedchik" reported on May 21 that Lieutenant General Richter, the Chief of Staff of the Turkestan Military District, arrived in Chorzhou. In connection with the holiday, the Tsesarevich steamer was named "Tsesarevich Alexey".

In 1913 the Amu Darya river military fleet had 6 steamships and 13 metal barges with a carrying capacity of 10,000 tons. Joint-stock company "Khiva" 5 private steamboats, 5 sailboats, 4 sailboats, and about 1,500 small and large ships, with private companies Sirotkin and Lapshin, were able to carry 40-50,000 tons. That year, 129,000 tons of cargo was shipped from the Lower Amudarya and 74,000 tons were received[14].

In 1915 the Teplohod barge was extended at the Chorzhou workshop and the oil engine was installed. In 1917 he was called "Verniy" and later transferred to the Red Army.

In March 1917, Khaled khan Asfandiari heard about the overthrow of Nicholas in Russia and returned his home in the private car of the Emir of Bukhara Said Alimhan. A special ship was waiting for him at Chorzhou. At that time, near the harbor, there was a Khiva neighborhood called Khorezm.



Khiva khan Asfandiari's "Emperor Nicholas II" departure from Chorjou on the steamship (April 1917)

On July 30, 1918, a ship with 2 machine guns and 2 piles set off with 100 soldiers and sailors heading for Petro Alexandrovsk. Commander of the detachment - Military Commissar of Chorzhoy N.A. It was Shaydakov. The detachment arrived on September 20. On November 11, a 550-man squadron set sail for Nukus on the Verniy brigade and the Khiva barge. About 150 armed soldiers were on the shore.

From July 1919 the Amu Darya river flotilla began serving the needs of the Red Army. On February 1, 1920, the Khan of Khiva was overthrown. On the 16th of February the Amu Darya river flotilla was reorganized, but less than a year later. Existing ships provided military action and were later used for shipping.

By the order № 868 of the Turkestan Military District dated November 17, 1920, it was transferred to the Fisheries Department of the Amu Darya river flotilla. In the Khorezm Republic in 1923 the State Naval Administration was organized.

Now the fleet ships continued to carry the goods of national economy and citizens on the Aral to the Dargan Ota.

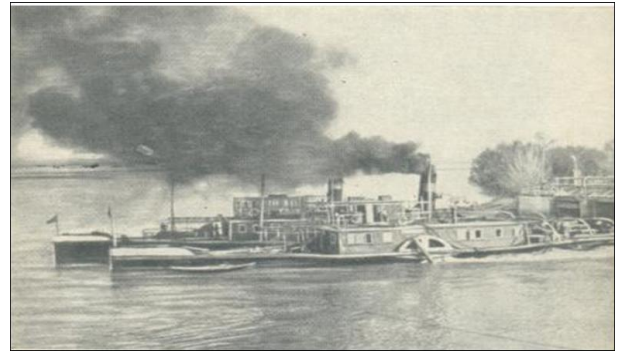
In 1926, the State Naval Organization (Gosparokhodstva) was established in Chorzhou and the Shorlovuk port was selected as the base for the Lower Amudarya. Khorezm region and later Karakalpakstan's main cargoes - oil, coal, wood, machinery, food, etc. were shipped to a warehouse in Shorlovuk. Then they were transported by ship and barges to the lower regions. Not only did the port employ people, it also began to cater to their needs and other needs.

On January 11, 1928, at the recommendation of the Turkmen government, the Amu Darya river flotilla was awarded by the Red Star Order[15]. The names of Yurochkin and I.I. Amelin, A.A. Abramov, P.N. Advolotkin, N.Y. Arzamasov, I.A. Baramycin, F.S. Bedinov B. Betutov, M.F. Borodin, N.W. Bushuev, D.D. Golovyashkin, M.M. Goltser, N.W. Gluxov, S.E. Grebnev, D.D. Efremov, D.N. Ivanov, V.A. Kovash, M.G. Krasnixin, E.K. Krumin, F.V. Kuroshin, A.G. Levin, N.W. Leytgold, M.G. Morozov, M.G. Mikhailukov, S.E. Mangushev, I.N. Mitrofanov, E.E. Poluzin, S.Y. Rosalov, M.A. Pyankov, IV Popova, V.A. Pershin, A.L. Tymoshenko, F.P. Tishkov, N. Tikhonov, N.I. Tolstix, N.S. Frolov, F.F. Chroni, N.A. Shaydakov, N.M. and other activists have been forever recorded in the fleet chronicle.

"From the flotilla and later the maritime court, Turtkul, Chalish, Beruni, Nukus, Muynak, Gurlan districts, Fayzulla Abdullaev, Jumaboy Hayitkulov, Ibrahim Nurmetov, Kushim Zhumatov, Abdullaev Jumaniyoz darga, Aminboy Urazov, Omonboy Karimov, Durdi Kohlign, , the shipbuilders have become famous as the masters of their work. They have stamped their names on the pages of history as "Amu Burks", "Amu laborers", "Port sailors"[16].

On May 9, 1932, the USSR ISS adopted a resolution "On the development of the problem of the discharge of Amu Darya river water into the Caspian Sea of Western Turkmenistan". 17-35 cubic kilometers of water flowing into the Aral Sea from the Amu Darya river for 1200 km. The channeling of Turkmen land through the canal would expand the irrigation capacity of 1,300 hectares of new land, the construction of industrial enterprises and cities, as well as shipping[17]. On December 25, 1932, the Technical Economic Council of the Presidium of the State Planning Committee approved the project of the future canal. But the problems of the first five years and the war prevented them from doing so.

In 1939-1941 the Toshaska canal and main building were erected by the farmers of the Khorezm oasis. The river was occasionally muddy in front of the riverbed and used steam sheets to clean it. Steamboat and sailboats were sold at a relatively low cost, at the state cost, to the needs of industry workers, food and industrial goods.



The parachods are in front of the Tashaska main dam.

In the war years, small boats L-3, L-6, UD-2, UD-4 were also added to the boats running on the Amu Darya river and inland canals. Along with the necessary luggage, they transported soldiers returning to the front and returning disabled, mainly with the help of barges.

Although the preparations for the construction of the main Karakum Canal began rapidly in September 1950, the subsequent intake of water to the canal was determined from the upper part of the river, near Karki. The project, which could lead to the socio-economic development of the Lower Amudarya, would also have a positive impact on the development of maritime development on the Amu Darya river. After the construction of the Chorzhou – Kungrad railway in 1952, the cargo began to be unloaded at warehouses in Urgench and Khojayli[18]. Especially the workforce (mainly political prisoners) was often overloaded. While the Karakalpak Gulag (Main Camp Office) office was in Nukus and its capital Takhiatash, there were about 2,000 prisoners in each of Urgench and Khojeyli base stations.

Construction of canals such as Main Karakum, Amu-Bukhara and Karshi Machines resulted in a sharp reduction and shrinkage of the Amudarya river. As a result, ships' movements became more difficult. Therefore, special dredgers and excavators were used to deepen and widen the river bed. Construction of Takhiatash and Tuyamuyun dams in the lower Amudarya river could also be a barrier to navigating ships. Although originally intended to create gateways on rivers and canals (such as Moscow-reka), they remained in the project. Transportation through gateways was economically profitable.

In spite of the fact that the railway is responsible for the transportation of basic cargo and passengers to the lower Amudarya river basin, the movement has not stopped for many years. Steamboats and sailboats continued to carry the goods and passengers needed for the region. The fleet of ships was renovated, the barges were filled. Along with experienced captains and swimmers, the number of swimmers (flag-bearers) providing swimming safety has increased. Warning poles were restored to the banks of the river, with night-lighted and battery-powered photoelectric bark (warning) lights. Large and small ports and customs have been set up in the pirate areas such as Karatau, Alibobo, Cholish, Tashaska, and certain payments for public services have been started from moving vessels. By that time, the ships would carry several thousand tons of cargo and passengers.

The railway was transported from the Pitnak station of Ashgabat to Shorlovuk. Cholish ports near Kukketgen, Urgench and Beruni cities near Nukus and Takhiatashwere reconstructed. Gochkis 8 miles an hour at the fleet 30-horsepower motor vehicles, 90 horsepower and 18 km / h. replaced by new BMK-90 ships. Instead of old wooden barges, iron barges with a capacity of up to 100 tons were started[19]. They were carrying night and day loads of cotton, talon, alfalfa and fish. In the 1960s, 150-horsepower T-60-0 screwdrivers were added to the fleet. 16 self-propelled barges and 13 passenger ships capable of carrying 500 tons of cargo began to sail on the river[20].

In 1953 the Amudarya State Navy was moved to the village of Cholish near Urgench, where mostly Kazakhs live. It was named after the technical department of the Central Asian Basin Watershed in Chorje. The section is mainly 204 km between the Amudarya and Sharlovuk and the Karatag. Maintenance and repair of sailboat. Shipwrecker (manager, captain, boatsman), customs (duty-bearer), guzaman (ferryman, riverman), slanderer (warner), caller (sailor),

The ranks of the workers in such professions as swinging (rope-rigging) increased.

Inland waterways are dug through the old river of Polvon, Shavat, Kilichboyarna, Qizketgan, Lenin-covered, Kegeyli, Kuvanish-Jarma and Ravshan with the length of 330 km. channels. From the canals, ships were able to enter the Amu Darya river through special gateways. Boats carrying up to

25 tonnes and 40 tonnes of special soles (barges), boats with BMC-90 and T-150 plaque parcels.

As of 1958, the distance from Urgench to Aralsk was 848 km, and the transportation of one ton of cotton in that direction was 22.357 rubles. The distance from Urgench to the Balykchi port of the Aral Sea is 4615 km. Rail transportation was 10.6 rubles per tonne of cotton fiber at 27.5 rubles[21]. In addition, cotton was reloaded 2 times during water transportation and reused to avoid damage to the fiber. This would require additional costs.

In the 1970s, the Central Asian Naval Administration joined Uzavtotrans Corporation with branches in Karakalpakstan, Khorezm and Termez. The Shorlovuk, Turtkul, Cholish, Khojeyli ports played an important role in the lower Amudarya river basin. Over 100 tanks, barges, dredgers, floating excavators and cranes, and other equipment in the river would allow the national economy to transport cotton, mineral fertilizers, machinery, wood and oil products and other essential goods.

IV. CONCLUSION

With the launch of the Chozhou-Urgench-Kungrad railway in 1952, the bulk of cargo transported to the region began to be transported by railways. Due to the seasonality of the Amu Darya river water and the overloading of vessels by ship, the ship failed to compete with rail transport[22]. In 1972, the construction of a railway bridge near Takhiatash began to block shipwrecks in the Lower Amudarya. The situation was further exacerbated by the construction of the Tuyamuyun reservoir and hydroelectric dam in 1969-1984. In the Amu Darya river, the seafaring was sharply reduced,

with the free movement of fish and the limited river flow of people. The situation was exacerbated by the construction and commissioning of a railroad near Tashsaka in 2004 and the Beruni "Urgench" automobile bridge in 2012.

With the natural development of the Aral Sea and the coastal areas, the use of the Amu Darya river water and navigable opportunities is of paramount importance. The river, which has been unselfishly served for thousands of years, has lost its status for half a century. The environmental disaster is still ongoing, and bureaucrats have not come to the right conclusions. It is necessary to preserve and protect the great Amudarya river, which is the source of the wealth of the people that provide the sea with water.

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