

## Impact Factor:

ISRA (India) = 4.971  
ISI (Dubai, UAE) = 0.829  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
PIHHI (Russia) = 0.126  
ESJI (KZ) = 8.716  
SJIF (Morocco) = 5.667

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

SOI: [1.1/TAS](#) DOI: [10.15863/TAS](#)

### International Scientific Journal Theoretical & Applied Science

p-ISSN: 2308-4944 (print) e-ISSN: 2409-0085 (online)

Year: 2019 Issue: 11 Volume: 79

Published: 20.11.2019 <http://T-Science.org>

QR – Issue



QR – Article



Nurullo Tursunov

Termez State University  
Doctoral student, Uzbekistan

## THE HISTORY OF AMUDARYA FLOTILLA

**Abstract:** In the article the author covers the history of the creation of the Amudarya river flotilla, the place and the significance of water transport in the development of trade, economic and social life of the Surkhandarya oasis in the late 19th century and early 20th century.

**Key words:** trade, oasis, settlement, city, village, economy, cargo, water, boat, population, river, river crossing.

**Language:** English

**Citation:** Tursunov, N. (2019). The history of Amudarya flotilla. *ISJ Theoretical & Applied Science*, 11 (79), 105-108.

**Soi:** <http://s-o-i.org/1.1/TAS-11-79-24> **Doi:**  <https://dx.doi.org/10.15863/TAS.2019.11.79.24>

**Scopus ASCC:** 1202.

### Introduction

The Tsarist Russia assumed that Termez served as a pivotal base for the Central Asian occupation policy which aimed to reach the Indian Ocean, the creation of new military bases, providing the growing industry with free and cheap raw materials, and achieving that goal in 1894-1898. The role of Amudarya, Surkhandarya and Sherabaddarya were special in water supply of the Surkhan and Sherabad oases. Amudarya played an important role in the socio-economic, cultural and political life of the East Bukhara region.

On the eve of Russia's invasion of Turkestan, the Surkhan oasis consisted of the Baysun, Sherabad and Yurchi beklık (provinces), which were called "the eastern land of the Bukharan Emirate" or "Eastern Bukhara". The Treaty of Tsarist Russia and the Bukhara Emirate was signed on September 28, 1873. The agreement consisted of 17 articles, and Article 3 stated: "Amudarya, which is owned by Bukhara Emirate, is permitted to swim freely to government and private vessels along with Bukhara ships and Russian fleet, as well as other fleet vessels," and also article 4 states: "Russians have the right to build their own bridges and towers on the comfortable coasts of Amudarya on the banks of Bukhara, "[1].

The Emirate of Bukhara and the Russian Empire, based on their own interests, set up special settlements for trade, commodity exchange development (Kalla Bukhara, Kal'ai Khum, Shougan, Okjar, Saray, Fayziobod, Karovultepa, Ayritom, Pattakesar,

Chuchkaguzar) to neighboring countries on the Amudarya river, organized by The Russian Empire government set off a shuttle cruise ship operated by the Amudarya River. It could only be achieved by forming a current military fortification, building strong defense structures, and deployment of strong military units. First of all, it was necessary to create economic opportunities, to bring water to the Pattakesar village, to provide the necessary conditions for the military, and most importantly to solve the food issue. Therefore, the Tsarist government was engaged in training and retraining of people who understood and knew local language, natural conditions of the area, soil and climate of Central Asia. It was important for Russia to keep Termez, the most important military significance in the south, in their hands. This question was taken by orientalist military engineer A.G. Ananov. The military engineer had to guide Russian troops settled in Termez to occupy Sherabad, Boysun, Denau provinces which belonged to Bukhara Emirate, in turn, to determine if the area if it meets the needs of Russia or not, determine their natural wealth, and state of the land to form a cotton monopoly.

The military engineer of Russia, at first, learned about the climate of the Surkhan oasis, as well as the study of fertile, but not dry, deserted plains, as well as the plan of water supply to the Pattakesar military fortress. In 1894, the Russian state borders and border controls were set up in the territory of the Amudarya because of the importance of the Termez irrigation

## Impact Factor:

<b>ISRA (India)</b>	<b>= 4.971</b>	<b>SIS (USA)</b>	<b>= 0.912</b>	<b>ICV (Poland)</b>	<b>= 6.630</b>
<b>ISI (Dubai, UAE)</b>	<b>= 0.829</b>	<b>PIHHI (Russia)</b>	<b>= 0.126</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 8.716</b>	<b>IBI (India)</b>	<b>= 4.260</b>
<b>JIF</b>	<b>= 1.500</b>	<b>SJIF (Morocco)</b>	<b>= 5.667</b>	<b>OAJI (USA)</b>	<b>= 0.350</b>

system for the Russian population and the garrison. According to A. Annev, there was an underground forest near Termez which could easily be freely watered with Surkhandarya water.

Tropical climate and malaria were not considered negative aspects of life in Termez, it was possible to overcome these incidents by improving sanitation, watering systems, drying up the greenery and swamping.

Construction works began in Termez in 1895 and the colonial powers immediately purchased a land of 43 desyatina (1 desyatina-1.09 ha) from the brothers Sayid Alim and Sayid Ali Ali in 1897. In addition, 1200 desyatina land was to be purchased from Patterson north.

There were military bases for military personnel, "House of officers", hospitals, housekeeping, weaponry and food warehouses. In Termez, Russian fortifications were built along the Amudarya river bank [3].

With Russia taking on its own interests, starting 1898, the first Russian military personnel were transferred to Termez together with their family [4]. According to the Treaty of January 27, 1899, the Bukharan Khanate allocated 12,000 desyatina land for the needs of the Tsarist Russian state for all the borders of Termez [5]. As a result, the region was in need of irrigation, and due to the fact that the Salihobod canal was not protected from the impact of the water flow, this work was also extremely difficult.

At the direct invitation of A.G. Ananov, firstly Gelman, engineer of communication roads, was invited and then a military engineer Captain Kastalskiy was invited to explore the conditions for digging new ditches in Termez. The irrigation project, which was created by Captain Kastalskiy, was approved and put into operation in Termez Irrigation Complex in 1905. As a result, 400 desyatinas of the Termez fortress, Pattakesar town and Pattakesar, Manguzar and Solihabad villages were irrigated.

When the Russians entered the country, the water was quite developed. The Amudarya fleet was opened in 1887, and large ships and steam-powered ships began to travel in the Amudarya River. First of all, it was for military purposes, but the activation of the waterway contributed to the development of trade. Opening of the Amudarya flotilla was of great importance in the development of the rapprochement of particular districts, in particular, the economic relations between them. The flotilla, without counting the passengers, had six steam-powered ships in a single weakly steamed system, each with a load of about 25 tonnes [7].

The rest of the baggage was transported on 13 steered steel barges carrying 50 to 100 tons of cargo. There were about 25 passengers on board. In the favorable conditions, the distance from Chorjuy to Termez was 7 days in summer and 11 days in winter. The route to the Amudarya river was characteristic.

The steam-powered ships were not as attractive as they were, but comfortable canteens.

However, due to the variations in the river bed, the abundance of islands, river disintegration, and other signs, it was for steam-powered ships to stop in shallow places every day, so the luggage was carried out daytime and stopped at night at certain locations [9].

Each steam-powered ship required 48 tons of oil per 1-pass. The price of the oil reached 2700 rubles. The earnings did not exceed 2200 rubles. Therefore, the Amudarya flotilla reduced the number of routes [10]. The Amudarya flotilla was not closed even though the damage was rising in the Amudarya area. This waterway was crucial for the Tsarist government. More importantly, the Emirate of Bukhara was of great interest of that.

This waterway was crucial for the Tsarist government. In addition, the cost of transported goods was particularly expensive. The cost of the water transport was about 3-4 times cheaper, and secondly, it was able to transport more cargo. These aspects were important for Bukhara.

In addition to the flotilla in the Amudarya, Bukhara boats were also involved. These boats carried passengers and luggage at river crossings. The boaters charged 15 tiyins (100 tiyins equals 1 soum) for every person, 5 tiyins for sheep and goat, 15 tiyins for horses, camels and cattle. The speed of Bukhara watermen was 25-35km per day along the stream.

For example, from Termez to Lake Jilli, the boat ran for 15-20 days, during summer 12-20, but from Lake Jilli or from Saray to Termez it took 4-6 days. Thus, despite their slowness and value, water transport was crucial in the production and import of products in East Bukhara. The riverbed connected many settlements of East Bukhara with the western part of the Emirate. Mainly grain and cotton were transported across the river. About 600 ships transported cargo along the Amudarya River. The large ones used to carry could pump up to 800 tons up to 1500 ton [11].

From 1898 to 1976 there were 4 vessels for communication with Afghanistan in Pattakesar, two of which belonged to Bukhara and two to Afghanistan. Their annual income was 3,000 rubles. There were three boats in the Chuchkaguzar river crossing, one for Bukhara and two for Afghanistan. In addition, the Sherabad province earned 2,000 coins a year. There was a road leading to Balkh and Mazar-i-Sharif, and from Afghanistan to Sherabad and Kelif province. [13] When the Amudarya flotilla was launched in 1888 in Chorjuy, a route was originally set by two steam-powered ships called "Tsar" and "Tsaritsa" and a pair of iron barges [14].

At that time, these ships, steam-powered ships were new vessels on the river. These ships had at that time 520 horsepower, for which the fuel would run through the mazut of Baku oil, which would be transported by rail. In addition to the Amudarya

## Impact Factor:

<b>ISRA (India)</b>	<b>= 4.971</b>	<b>SIS (USA)</b>	<b>= 0.912</b>	<b>ICV (Poland)</b>	<b>= 6.630</b>
<b>ISI (Dubai, UAE)</b>	<b>= 0.829</b>	<b>PIHHI (Russia)</b>	<b>= 0.126</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 8.716</b>	<b>IBI (India)</b>	<b>= 4.260</b>
<b>JIF</b>	<b>= 1.500</b>	<b>SJIF (Morocco)</b>	<b>= 5.667</b>	<b>OAJI (USA)</b>	<b>= 0.350</b>

flotilla, ships of Khiva and small boats were also operating along Amudarya River. In spite of the difficulties in the direction of the Amudarya, at the end of the 19th century, ships and nineteen barges sailed in eleven ships. The barges (towed cargo ship) were towed up only upward stream of the river, and the barges used to run themselves downwards.

15,000 tons of various cargo and 20-25,000 passengers (mostly military) were transported by military flotilla. The flight from Charjuy to Termez and down to Turtkul would take about a month. The low-rise fleet was mainly built in the Amudarya River, with a total capacity of 1,500 units, which were made from local forests. The trees were mainly pulled off with wet trunks and with wooden juice, which would prevent the wood from rotting. Boats which did not have board and made of local trees would carry 20-40 tons of cargo [15].

It is worthwhile to mention ship making, which was one of the types of craftsmanship that Sherabad province was not seen anywhere in southern Uzbekistan. Although some craftsmen did not engage in ship making, some craftsmen were busy with this type of craftsmanship. Turkmens living on the banks of the Amudarya, around Termez, were mainly engaged in ship making (boat making and boat repairing), which was very unique in their time.

At the beginning of the 19th and early 20th centuries, the masters of boats in the Karki, Kelif and Termez regions of the entire Bukhara Emirate were engaged, because in these provinces the population made a fortune by trading through the Amudarya river. According to the information, if there were to be an emergency boat, it was possible to find more than 16 masters who were able to make boats around Kelif province or around. The wood for the boats was brought from Sherabad. The masters were able to build up to 10 boats capable of carrying 600 tons in two months and each of these boats ranged from 300 rubles to 352 rubles [16], and there were more than 10 boat makers in the Sherabad headquarters. The boat, which was capable of carrying 9-10 tons, was built in 40 days.

They were sold from 200 rubles to 235 rubles each [17]. In comparison with the cost of the vessels made in Kelif, the cost of the boats made in Sherabad was cheaper because the wooden boats were derived from the Sherabad province. From this point of view, it is not difficult to imagine that the number of ship makers was quite big including masters in other places (Termez and its surroundings) as well. As a result of the timber supply from Termez to Siberia's coniferous forests, Russian craftsmen began to make light boats. These ships were later called Russian ships. As a result of the increase in light boats, domestic boats were dropped from consumption. All the cargoes to Termez were transported from Samarkand by road and the Amudarya River.

The Tsarist government provided several ships to reinforce the fleet of the Amudarya River, but steam-powered ships and barges were not adapted to swimming in the Amudarya River. The steam-powered barges went 60km a day against the stream.

Sometimes, the steam-powered ships left for 2 days in shallows. There was route from Chorjuy to Termez 2 times a month. 160 tons of cargo were transported each time, and 320 tons were transported for one month [18].

The fleet of the Amudarya River was not halted, although there were many difficulties with the transportation. The one-year cargo turnover between Termez and Chorjuy1 was 400 thousand tons [19]. By 1895, a steam-powered ship "Tsesarevich" was launched and many steam-powered ships, steel barges were brought. In 1897, "Velikiy Knyaz" ("Great Prince"), "Velikaya knyazna Olga" ("Great Princess Olga"), in 1901, the "Imperator Nikolay II" ("Emperor Nicholas II") steam-powered ships were brought and used in the line.

In 1908, 21900 people and 12,240 tons of cargo were transported between the route Termez-Chorjuy. The yacht costume attracted 443,000 rubles per year. There were also locally made boats apart from steam-powered ships and they could carry cargo of 3-16 tons. The price depended on the distance. It would cost 10-30 coins for each 16 kilograms of cargo from Urgench to Chorjuy, but the return line was cheaper, 5-15 coins. It cost 20-25 tiyins from Chorjuy to Karki. Annual cargo turnover was 250-300 thousand tons [20].

In August 1894, a group of first crew members from Termez to Chorjuy came to protect mail and cargo. Then they went to Surkhandarya about two kilometers, and set up camps there. In the late autumn, Surkhandarya's water was dropped, and the settlement remained on the land. By 1896, the settlement was relocated to the Amudarya River. By 1917, there were 20 self-propelled and 50 tow trucks in the Central Asian basins. There were 1,500 boats along the Amudarya River. The Amudarya flotilla became a major boost to the development of modern sailing ships.

In addition to guarding the border, the navy fighters served a great deal in transporting goods traded with Khiva, Bukhara, and Afghanistan; by the order of the Commissioner for Communication, F.Dzerjinsky, in 1923 the Central Asian shipbuilding were established in the base of Amudarya Military Flotilla and Joint Venture. The new Central Asian shipbuilding (steam-powered shipbuilding) inherited 9 steam-powered ships (15 barges) and four auxiliary ships. In Termez, in 1927, the river port was rebuilt again [21].

In summary, the first settlement of river port was built in the Surkhan Oasis. The Amudarya flotilla was organized in which passenger and freight transportation of water transport increased, and the

## Impact Factor:

<b>ISRA (India)</b>	<b>= 4.971</b>	<b>SIS (USA)</b>	<b>= 0.912</b>	<b>ICV (Poland)</b>	<b>= 6.630</b>
<b>ISI (Dubai, UAE)</b>	<b>= 0.829</b>	<b>PIHHI (Russia)</b>	<b>= 0.126</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 8.716</b>	<b>IBI (India)</b>	<b>= 4.260</b>
<b>JIF</b>	<b>= 1.500</b>	<b>SJIF (Morocco)</b>	<b>= 5.667</b>	<b>OAJI (USA)</b>	<b>= 0.350</b>

role of trade relations was also great. Also, because of the geographically comfortable location of the Surkhan oasis at the end of the XIX and at the

beginning of the XX century, the Termez city was of strategic importance.

## References:

1. Ananiev, A.G. (1914). *Sherabad Valley*. (p.25). St. Petersburg.
2. Cap., Gintillo (1885). *Quarterly information on Bukhara*. Sb. geog. topog. and statis. mat. on Asia. Vga. XXI. (p.24). St. Petersburg.
3. (n.d.). Central Archive of the Republic of Uzbekistan. 1396 fund, 2<sup>nd</sup> list, work 1490, p.59.
4. (n.d.). Central Archive of the Republic of Uzbekistan. 3 fund, 1<sup>st</sup> list, work 259, p.8.
5. Gaevsky, I. (1919). Kurgan-Tyubinskoejnstvo. *Izvestiya RSO*, T. 55, M-L. p.44.
6. Grulev, M. V. (1900). *Amudarya*. (pp.64-65). Tashkent.
7. Iskandarov, B. I. (1963). *Eastern Bukhara and Pamir in the second half of the XIX century*. P. - Dushanbe: Tadj. SSR.
8. Kastalskiy, B.N. (1930) Historical and geographical survey of the Surkhan and Sherabad valleys. *Vestnik Irrigatsii*, №3, p.3-14.
9. Logofet, D.N. (1911). *Bukhara khanate under the Russian protectorate*. (Bukharskoe khanstva pod russkim protektoratom). pp.102-103.
10. (1911) *Bukhara khanate The Afghan border* (Bukharskoe khanstva Afganskaya granitsa), p.340.
11. (1972) *In the forgotten country* (V zabytoy strane). Travel essays on Central Asia. M., Pechaty, p.175.
12. (n.d.). CSA I, I-nd Foundation, List 1, 8-work, p. 6
13. (n.d.). CSA IZ - Fund of the Republic of Uzbekistan, 1<sup>st</sup> list, work 875, pp.3-5.
14. Remez, I.A. (1922). *Foreign Trade of Bukhara before the World War*. (p.8). Tashkent.
15. Semenov Tien-Shansky, V.P. (1913). *Russia. Full geographical description. Turkestan Territory*. (p.570). SPb .: Publishing house AF Devriena.
16. Semenov Tyan-Shanskiy, V. P. (1913). *Russia. Full geographical description. Turkestan Territory*. (p.728). Publishing house A. F. Devrien.
17. Semenov Tyan-Shanskiy, V. P. (1913) *Russia. Full geographical description. Turkestan Territory*. (p.570). Publishing house A. F. Devrien.
18. (n.d.). Surkhandarya RSA fund 53 2-list 32-document. p. 23
19. (n.d.). Surkhandarya RSA. fund 53. List 2. Document 32. p.23.
20. Tursunov, S.N., et al. (2004). *History of Surkhandarya* (Curhondare tarihi). (p.193). Tashkent: Sharq.
21. Tursunov, S.N., et al. (2004). *History of Surkhandarya*. (p.195). Tashkent: Sharq.