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## THE CREATION OF THE AMUDARYA FLEET

**Abstract:** Researching Aral Sea by Russian Empire, founding Amudarya fleet and it's role in trade relations between Bukhara and Afghanistan in this article.

**Key words:** Russian Empire, Bukhara Emirate, trade relations, trade routes, Aral Sea, ship, boat, Amudarya fleet, waterway, commerce, Termez, Sherabad.

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### Introduction

Boats on the Amudarya River have been used since ancient times and have been used extensively for military and economic purposes. In recent years, the Russian Empire after the conquest of the Bukhara Emirate established the Amu Darya fleet, mainly for military purposes, and organized steamships. Nevertheless, the role of the Amu Darya fleet was important in the trade of the Bukhara Emirate with foreign countries.

### Materials and methods

In 1848, the Governor-General of Orenburg V.A. Obruchev said in his report to the Russian emperor that he began to study the Aral Sea. Butakov was appointed the leader for investigating the Aral Sea and taking pictures of it. Thus, the Russian Empire began to investigate the islands.

Between 1849 and 1850, Butakov created the first comparative map of the Aral Sea. In 1852 it was. With the Butakova's initiative opened the first parachute to the Aral Sea [1, P. 91]. In the spring of 1853 the island fleet was founded. First, the Perovsky and Obruchev steamships were commissioned. In 1853, Butakov, appointed head of the fleet, made his first trip to Syrdarya, to Perovsky [2, P. 13].

As a result of studying the Aral Sea, Butakov also conducted hydrographic reserchs on the Amu Darya River. From August 1, 1873, under the

leadership the Chief of Staff Colonel A.V. Kaulbar the lower part of the Amudarya River was investigated.

As a result, in the same year parachute flights were made to the lower part of the Amudarya River. In 1879, a comprehensive expedition was organized to build railways in Central Asia and to build full-fledged steamships in the Amu Darya. The expedition consisted of Count Rostovtsev, engineer Etukov, professor Sarokin, lieutenant colonel Mayev and others. The main objective of this study was to determine in which regions of Central Asia the railways and fleet of the Amu Darya River are built.

The Amu-Darya fleet was founded in 1887, and its original purpose and charter was adopted. The following rights have been defined for the Amudarya fleet.

1. The organization of passenger traffic, as well as public and private freight;
2. Assistance to servicemen in the use of weapons, food and other goods during hostilities;
3. Satisfying Caspian Highway
4. Conducting a hydraulic survey [3].

The use of the water of the Amu Darya was of great importance in ancient times. According to the ancient sources in the ancient period that water was widely used in commercial trade. In particular, Strabon gave important information about the waterways of Central Asia in his famous geography. [4, P. 311]

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During the Kushan period, the Amu Darya River was widely used in relationsteamships India and Khorezm. This waterway was transported from Termez to Urgench, Sarykamysk and from the Ozbai River to the Caspian Sea, and then to the Black Sea through the Caucasus [5, P. 236].

Many ancient cities and settlements on the banks of the Amu Darya River were built and developed in connection with waterway or livelihoods. Termez was one of the most important port cities on the Amu Darya River in ancient and medieval times. The Spanish envoy Klavixo also notes that the sailors who have special rights in Termez and its surroundings were created to move the coast to this coast [6].

The famous Arab tourist Ibn Battuta (second half of the 14th century) wrote that through the Amu Darya river transported and sold agricultural products on steamships from Termez to Urgench, delivering these steamships to Urgench in 10 days [5, P. 239].

In the last Middle Ages, the use of the Amu Darya River continued. Especially in the 19th and 20th centuries, the use of the Amu Darya River became more intensive.

At the beginning of the XIX-XX centuries, the masters were engaged in shipbuilding in the Bukhara Emirate's Karki, Kalif and Sherobod. This is due to the fact that the inhabitants of these settlements have benefited greatly from the Amu Darya waterway in their trade. If you needed to make boats, you could find more than 16 craftsmen who could sail around Kalif. In two months the masters were able to build up to 10 boats up to 600 pud capacity, each of which costed from 300 to 352 rubles [7, P. 24]. There were more than 10 craftsmen in the valley of Sherabad. The boat, which could carry 600 pud of load, was built in 40 days. Each of them was sold from 200 rubles to 235 rubles [8].

Like in other areas after the Russian invasion, Russian military and tourists have been studying and collecting information about the Amudarya river routes. The military intelligence officer A.Bekov, who studied the military potential of the East Bukharan colonies in 1876-1878, told the Russian government that steamships were being built by local residents in Pattakesar (Termez), Shurob, Chokqaguzar, Kalif and Kerki.

In general, in the second half of the 19th century, we see that the Amu Darya operated more than 10 sails between Termez and Chorjoi. These experiences were important for domestic and foreign trade in the local population.

In 1887, the Russian government launched the Amu-Darya fleet. As a result, large steamships and boats were brought and began to travel to the Amudarya River. However, the steamships and boats that were brought were not allowed to enter the Amu Darya River. Therefore, the steamships was difficult to travel. This was done in the first place for military purposes. Secondly, the opening of the Amudarya

fleet played an important role in the development of regional convergence. Initially, the flotilla belonged to six steamships, each with a capacity of 25 tons, excluding passengers [9]. The rest of the cargo was transported on 13 brackets of steel barges with a loading capacity from 50 to 100 tons each. In the summer, the steamships range from Chorjoi to Termez for 7 days, and in the winter up to 11 days [10, P. 44].

Routes along the Amu Darya River were characterized by a distinctive feature. Although the steamships are not large, they have a comfortable kitchen. Due to the variability of the river, the abundance of islands, blurred river water and signs, seizures occurred during the day, and at night they stopped.

Typically, the steamships stopped on the slopes, which was almost repeated every day [11, P. 728]. Fuel consumption for a steamships was up to 2700 rubles. Earned income was not more than 2,200 rubles [12, P. 241]. The income payable was less than the cost, but the activity of the flotilla did not cease.

Because the waterway was important for the Russian Empire. The emirate of Bukhara, in particular, has won a lot. The cost of ground transportation was expensive. The cost of water transport was about 3-4 times cheaper, and secondly, the steamships could carry large volumes of cargo.

In addition to the flotilla, Bukhara boats are also involved in the river. They mainly carry passengers and cargo during cruises. Boatmen were given 15 tiyins, sheep and goats for 5 tiyins, horses, camels, cows 15 tiyins for each. Bukhara boats traveled 25-35 km a day.

For example, boats from Termez to Lake Jilley went for 15-20 days, in the summer - 12-20 days, from Jilley or Saray to Termez - for 4-6 days. Thus, despite their slowness and value, water transport was of great importance for the production and import of products in Eastern Bukhara. The steamships did not stop at the Russian invasion. About 600 steamships were transported along the Amu Darya River. Their cargo steamships loaded from 800 pud to 1500 pud [13].

In the period from 1891 to 1892, 11,000 puds of green tea, 4000 puds of Nile dyes (dark blue), 1000 pud "doka" and other products were imported from Sherobod to India via the Chochkaguzar in 1891-1892 [14, P. 16]. 4 types of green tea from India: "Lank" - 44 tillo, 44 lunka nazgur 22 tillo, "patta" 14 tillo, "kepek" 11 tillo, 14 tillo each pud of Nile dye [14, P. 17].

The Pattakesar waterfall of the trade relations of the emirate of Bukhara with Afghanistan were also significant. Thanks to this transition, in two years (1891-1892) 715 thousand rubles worth of goods were transported. These products mainly consisted of dried fruits, including 118,000 pita raisins, 27,500 heads of livestock, 41,400 pud of cotton, 12,400 pud of seeds

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and 13,000 pudding dyes. At the same time, 11.1 thousand pud of sugar, 0.5 thousand pud of cakes, 2.2 thousand pud of ceramics, 2.6 thousand pud of kerosene, 7.4 thousand pud of metal, 25.7 thousand pud of fabric and 2.2 thousand other various products were exported [14, P.37].

From 1898 to 1976 there were four steamships intended for communication with Afghanistan in Pattakesar, two of which were in Bukhara and two in Afghanistan [15, P. 64]. Their annual income was about 3000 rubles. There are three steamships, which one in Bukhara and two in Afghanistan. Of these, Sherabad's nephew earned about two thousand tanga a year [15, P. 65]. The Emirate of Bukhara had its customs in the Amu Darya transgressions, and the proceeds from these customs were sent to the emirum treasury.

At the start of the Amu-Darya fleet, the Tsar and the Queen worked with two parchment railings [11, P. 570]. The Russian government allocated several steamships to reinforce the Amu Darya fleet, but these steamships and barges were not adapted for sailing in the Amu Darya. According to the information, Amu Darya very quickly changes its course, so the ship and the parachute were difficult to move. You didn't even have pointers pointing to directions. It was difficult to find the water direction of the Amu Darya River, and those who knew this were considered fingerprints. They did not always manage to direct the direction of the water. The river frequently changes its course, and if the water flows from 2 hours, the third time the direction changes its direction and the current is filled with sand. By 1895, the addition of a ship called "Tsesarevich" was launched. After that, many steamships and steel barges were brought. In 1897 "Velikiy knyaz", "Velikaya knyazna Olga", and "Emperor Nicholas II" steamships were brought in in 1901 [11, P. 570].

The cruise of the towing barge took 60 km per day to swim the storm. Sometimes, the steamships were staggering for a few days. From Chorjoi to Termez, the ship was made twice a month. 10000 puds of cargo were transported each time, and 20,000 puds

were transported for one month [14, P. 8]. The fleet of the Amu Darya River has not been halted, although there are many difficulties with shipping. The one-year cargo turnover between Termez and Chorjai was 25,000,000 pud [16, P. 25].

In 1908, 21,900 passengers and 765,000 pud were transported between Termez and Chorju. The cost of one year's cargo was 443,000 rubles. In addition to the watercourse, boats built by local people were also involved. They have the capacity to carry 200 puds to 1,000 puds. The cost of shipping on boats is set at a distance. From Urgench to Charju, from 10 to 30 tanga each, and from 5 to 15 tanga at the checkpoint, from Chorjoi to Karki and from Karki to Termez, 20-25 tanga. One-year freight turnover was 250-300 thousand pud [11, P. 572].

By the beginning of 1895 the Bukhara Emirate was deprived of its customs. In 1894, the Russian government started forming a single customs system, taking into account the demands of the political agency in Bukhara and officials in Turkistan. In that year, the Russian-Bukhara customs line was abolished. As a result, the entire customs system of the Emirate was transferred to the Russian customs system. Bukhara's internal markets have been part of Russia's domestic market since then. This is a great blow to the economic life of the Emirate of Bukhara, and has resulted in the loss of the second largest treasury of Bukhara treasury.

At the end of 1894, early 1895 year, new customs offices were established in Kushka, Karki, Kalif, Guzar, Pattakesar, Gissar and Ayvaj [16, P. 195].

### Conclusion

The inclusion of the Emirate of Bukhara in the customs system of Russia has created a great deal of difficulties for the local population. Local ships have also been banned unauthorized. In addition to stationary events, other activities have been suspended. The Amu Darya River had more military uses than the waterway.

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