

SHIPPING IN THE ARAL SEA

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Abstract: *The role of the Aral Sea in the development of the Central Asian communication system and the northern network of the Great Silk Road, the development of shipping from ancient times to the early twentieth century, the role of the sea in the lives of peoples living along the Aral Sea, trade routes and routes. The distances between the addresses on the trade route, the Aral Sea and the Sariqamish basin in the region are analyzed on the basis of historical sources, archival documents on the example of ancient and medieval times.*

Keywords: *Central Asia, Avesto, Khorezm, Aral Sea, Caspian Sea, Sariqamish Basin, Uzbay River, Amudarya, Syrdarya, West Sea.*

1. Relevance:

For many years, Central Asia, with its arid and hot climate, was considered a region cut off from international waterways, and unscientific views that waterways passing through inland rivers were absolutely insignificant in the historical development of the region were put forward as absolute historical truth. But research in recent years has put the formation of new scientific views on the subject on the agenda as a historical necessity. For this reason, there is a need for research on the role of waterways in the Central Asian communication system.

The Aral Sea has long been seen as an important body of water in the northern part of the Central Asian communication system, the Great Silk Road. This is the main feature that determines the relevance of the chosen topic.

2. Methods and level of study:

The scientific literature has also considered the assumption that the Aral and Caspian seas were once one sea, or that they were interconnected. In particular, there are scientific theories that the Oybugir depth between the Sariqamish and the Aral Sea connects these basins, and that the Uzbay River was formed as a result of the separation of the Caspian Sea from Sariqamish and the Aral Sea, which was once the only water basin [2.19].

The first information about the Aral Sea can be found in the Avesto. The song, dedicated to Ardvi, the goddess of water and fertility, contains views about the Vorukasha Sea and the Ardvi that flows into it, linking the Aral Sea and the Amudarya Delta [11.241].

Information about the Aral Sea can also be found in Greek sources. In particular, Strabo's famous work "Geography" contains information about the Oxus (Amudarya. - Ya.K.), Yaksart (Syrdarya. - Ya.K.), the Caspian Sea, the Aral Sea.

Information about the Aral Sea can also be found in ancient Chinese, Byzantine and advanced medieval Arabic, Persian and Turkish language sources. In Chinese sources, the Aral Sea is referred to as the "Western Sea" [3.188-189.192].

Byzantine sources state that the ambassadors of the ruler Justin II, led by Zemarkh, arrived in the Black Sea from the Black Sea and the steppe north of the Aral Sea to Ettisuv, the residence of the Turkish khan. Menander, who left information about this embassy, reports that the Byzantine ambassadors passed through the Oix River - the Great Lake (Aral Sea - Ya.K.) - the Ik River - the Daix River on their return [10.33-38]. If we consider that the Oix River corresponds to the Syrdarya, the great lake to the Aral Sea, the Ik to the Emba, and finally the Daix to the Yayik (Ural), the northern branch of the Great Silk Road connecting Byzantium with China passed through the Aral Sea.

In ancient and medieval times, there is a lot of evidence that shipping was established through the Caspian Sea (the name of the Caspian Sea in Arabic sources. This sea is also called the Khorezm Sea) and the Aral Sea [1.462-463]. In ancient times, Sogdians and Khorezmians played an important role in the relations of Central Asia through the Caspian Sea [11.243]. In the Middle Ages, shipping was also developed in the Caspian Sea in which Khorezmians and Turkmens played a major role. The fact that the Caspian Sea is called "Khvaliz" or "Khvalis" sea in ancient Russian sources [16.15] also indicates that Khorezmian merchant and warships took the lead in this sea. Hudud al-Alam states that the length and width of the Caspian Sea is 400 (1 farsah - 6-7 km. Y.K.), which consists of two islands, the island of Siyakhkuh is inhabited by Oguzs and piracy at sea [6.210].

The information that the last ruler of the Anushtegin dynasty, Alovuddin Muhammad ibn Takash of Khorezm, died on a voyage to one of the islands in the Caspian Sea in 617 / 1220-1221 [5.117] also indicates that shipping was established in the Caspian Sea during this period.

Arab sources also provide some information about the Aral Sea. In particular, Ibn Rusta notes that the Amudarya flows into a large lake (ie, the Aral Sea - Ya.K.), the circumference of which is 80 farsahs [5.150]. The work "Hudud al-alam" states that the Khorezm (Aral. - Ya.K.) sea is located 40 farsahs northwest of Khorezm, its circumference is 30 farsahs [6.210]. It is known from other sources that in the Middle Ages cargo was transported by ships in the Aral Sea [4.99].

The Aral Sea is also called the "Khorezm Sea" in the developed medieval Arab sources. , The Shosh River (Syrdarya. - Ya.K.) and the inflow of the Bark, Ruza, Marga and other small rivers are recorded [8.220]. During this period in the system of internal roads of Khorezm oasis from Mazdahkhan (Khojayli) to Darsan (Toqqala) (2 post

offices), Kardar (Hayvonqala) (1-day journey), Juvikan (Munchoqliqal'a) (2 post offices), The trade route leading through the village of Barategin (Kungrad) (1-day journey) to the lake, i.e., the Aral Sea (1-day journey), was widely used [1.461-462, 15.36-40].

In the late 19th and early 20th centuries, during the colonial period of Tsarist Russia, the use of the Amudarya waterway developed in line with Russia's military-political and economic interests. But in Russian military-political circles It is known that the interest in waterways in Central Asia began long before the invasion of Tsarist Russia. As an example, we can recall the tasks set for the Bekovich Cherkassky expedition sent to Khorezm by Peter I. In particular, it had the task of building a military fortification near the old riverbed of the Amu Darya into the Caspian Sea, exploring the possibility of re-flowing the Amu Darya into the Caspian Sea, breaking the dams that divert the Amu Darya to the Aral Sea, studying the route to India via the Caspian Sea [19.55-58]. It should be noted that in 1858 the Russian embassy mission headed by Ignatev, sent to Khiva and Bukhara, was tasked with solving the problem of creating opportunities for Russian ships to use the Aral Sea and the Amudarya waterway [9.200-203].

By the middle of the 19th century, as a result of active diplomatic efforts by the Russian government, Russian ships gained the right to trade across the Aral Sea in the lower reaches of the Amu Darya and to Kungrad, an important northern city of the Khiva Khanate [4,289].

The treaty signed between Russia and the Khiva Khanate on August 12, 1873, gave Russian steamships and ships the right to sail freely on the Amu Darya, to dock ports on the left bank of the Amu Darya, to build warehouses for storage of goods, and to enter into clauses. This led to the establishment of Russian control over the Amu Darya.

The Russian colonial government used the military strategic importance of the Aral Sea and the Amu Darya to strengthen its power. In 1887 the Amudarya military flotilla was formed. He was tasked with guarding the border with British-influenced Afghanistan. The opening of the Amudarya flotilla, the launch of large ships and steamships on the river show that the Amudarya water corridor has received a lot of attention from the Russian military and political circles. In 1888, two steamships of the Amudarya flotilla were assembled in Chorjoi, which were called "Tsar" and "Tsaritsa" with great political pomp, and the first steamship was launched on the Amudarya. We see the tradition of naming Russian warships on the Amudarya in this way in the example of the ships Tsarevich, built in 1894, the Grand Duke and the Grand Duke Olga, built in 1898-1899 [12.39].

At the end of the 19th century, this flotilla consisted of 6 steamships with a capacity of up to 25 tons each and 13 barges with a capacity of 50-100 tons [17]. In

addition, about 600 more boats sailed along the Amudarya, carrying mainly cotton and grain products.

About shipping and types of ships in the Caspian Sea A. According to Vamberi, the Turkmens had the following three types of ships: 1. Kezaboy - a ship with one mast and two sails. They come in a variety of sizes and are designed to carry cargo by sea; 2. A boat is a fast-moving vessel with one rudder. With him the Turkmens often committed piracy at sea; 3. Teymil - a small boat carved into the trunk of a tree was used mainly for swimming near the shore [3.40].

3. Research results:

The role of the Amudarya and Syrdarya in the history of the region is also explained by the fact that their waters flow into the Aral Sea. The Aral Sea and its role in the history of the region is extremely important in creating the ecosystem of the region. This is especially evident today, at a time when the Aral Sea is facing problems with drying up and its consequences.

4. Conclusions:

In conclusion, it should be noted that in our opinion, the aridization, which began in the II-III centuries, ie the sharp warming of the climate, had a negative impact on the flow of the Amudarya, Syrdarya and other rivers. This has led to a decrease in the water level of the Amudarya and a decrease in the amount of water flowing into the Caspian and Aral Sea. This, in turn, led to a halt in the flow of ships along the river at times when the river was shallow.

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