

FROM THE HISTORY OF THE ISLAND SEA AND AMUDARYA WATERWAYS (II HALF OF THE 20TH CENTURY)

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<i>A B S T R A C T</i>	<i>KEYWORDS</i>
In these difficult years, goods of the national economy were delivered only to the Autonomous Soviet Socialist Republic of Karakalpakstan, Khorezm and Toshavuz regions along the Amudarya River. The rapid economic development of the Central Asian republics required a radical improvement of the technical condition of the fleet and its replenishment. It was unthinkable to carry out the growing volume of cargo without it.	Aral Sea, Muynak, Amudarya, Komsomol, Aralsk, Central Asia, Aral shipyards, Charjou, Ministry of Automobile Transport.

In the years after the Second World War, Karakalpakstan, as well as in the whole Union, focused on the restoration of the national economy and the extension of roads. The length of the roads serving the Amudarya shipping area has exceeded 1000 km. The speed of steamers between Muynak and Aral has been increased. Regular ship traffic from Charjou to the port of Aral has been restored.

In the years of the first five-year plan after the war, the rivermen of the Central Asian shipping industry performed many feats of labor. All of them arose from the desire of people to complete the planned program ahead of time. After the navigation was completed in 1945, the Amudarya rivermen proudly mentioned the names of the best people of the community, who made a significant contribution to the successful implementation of the national economy cargo transportation plan. The crew of the steamer "Molotov" (captain Atamuratov, mechanic Mezentsev) won four times the first place and two times the second place in the competition. He won the honorary certificate of the People's Commissariat of the River Fleet [1].

The second place was awarded to the ship "20th anniversary of Komsomol" (captain Mamutov, engineer Lagutin). The third place went to the crew of the steamer "M.Gorkiy" (captain Rozmetov, engineer Taranukha). The success of the fleet largely depended on timely loading and unloading of ships. Atajanov and Kunishev from Chalish wharf, Sotibaldiev and Sangirov from Khojaly, loader brigades showed examples of Stakhanov working methods.

Navigation in 1945 continued in very low water conditions. There was a lack of fuel, port machinery, many spare parts and metal needed to repair the fleet. There was a great need for highly qualified specialists. But after overcoming these difficulties, the crews of the ships, the group of loaders successfully completed the annual plans, fulfilled the requirements of the growers of Uzbekistan,

Turkmenistan and Tajikistan. A total of more than 300,000 tons of national economy goods were transported. The rivermen ended the navigation season with a victory, which became the basis for the beginning of new, unprecedented achievements[1].

In the 1946 navigation, 4 million tons more cargo had to be transported by Central Asian shipping companies than the previous one. The team of Khojayli ship repair workshops has undertaken to fulfill the winter ship repair schedule approved by the People's Commissariat of the River Fleet.

The law on the five-year plan for the restoration and development of the national economy (1946-1950) set responsible tasks for the rivermen of Central Asia. In 1950, river workers were to exceed prewar levels by 38 %, improve shipping quality, and reduce fleet downtime. All employees were mobilized to perform this responsible work.

At the initiative of the Charjou Shipyard team, a socialist competition was launched at the shipping company to fulfill the tasks of the new five-year period ahead of schedule. The ship repairers appealed to the rivermen in the basin to complete the repair of the ships within the time limit specified in the program, with only "good" and "excellent" grades. Workers of Khiva wharf, in response to the appeal of ship repairmen, undertook to complete the April-May plan ahead of schedule and invited the team of "Chalish" wharf to the competition[2].

The sailors of the island also successfully completed production tasks. By 1946, labor-intensive jobs at the port were mechanized. Two "Ijorets" cranes, five "Derrick" electric cranes, two electric cranes and four "Steer" transporters continuously worked and loaded cargo onto ships on time. The installation of the 80 m long belt conveyor has been completed[3].

Mechanization eased the work of workers and increased labor productivity. Many problems arose in the transportation and loading of salt. However, the port workers successfully completed this task. The brigades of port workers Medetov and Kojanov, who were awarded the title of "Superior of the Socialist Competition", had a special intensity of work[4].

In these difficult years, goods of the national economy were delivered only to the Autonomous Soviet Socialist Republic of Karakalpakstan, Khorezm and Toshavuz regions along the Amudarya River. The rapid economic development of the Central Asian republics required a radical improvement of the technical condition of the fleet and its replenishment. It was unthinkable to carry out the growing volume of cargo without it. Many self-propelled ships and barge fleets were idle due to poor technical condition. Repair of ships was carried out very slowly - there were not enough workers. "Almost 60% of self-propelled ships and 63% of barges required repairs: 19 wooden-hulled self-propelled ships and barges were completely disabled"[5].

The production of the fleet produced by the Central Asia Minority Enterprise was carried out within five years to the extent of realizing a self-propelled and incomplete fleet both in terms of number and carrying capacity. Motor boats and barges were built at the factories of the Darya fleet in the European part of the Union and assembled at the Charjou and Aral shipyards.

"In 1947, 15 wheeled metal locomotives with 100 horsepower and 10 motor ships with 50 horsepower each were commissioned." Each of the ships had the ability to operate on irrigation canals with jet engines and deliver cargo directly to collective farms. 15 dry cargo metal barges with a carrying capacity of 100 tons and the same number of dry cargo metal barges of 50 tons have appeared.

In 1946-1950, the entire self-propelled and non-self-propelled fleet of the Amudarya Shipyard was overhauled. Major works on ship and hull repair and hull modification were carried out together. Ship repairmen of the shipping company fulfilled this task with honor. In 1947, an average of 49 ships came

out of major repairs, 111 ships came out of current repairs. In addition, the plant quickly and qualitatively carried out current and seasonal maintenance of the fleet[6].

During the five-year plan period, the Central Asian shipbuilding industry has achieved a 2.5-fold increase in its production volume. By the end of the five-year period, 160 self-propelled and 330 non-self-propelled fleets were involved in cargo transportation on the Amudarya waterway.

In 1946-1950, as a result of the implementation of the five-year plan for the restoration and development of the national economy in the USSR, water, automobile and air transport began to develop rapidly. The party and the government provided great support to the Karakalpakstan base of "Korakalpoqvodtrans" and the Ministry of Automobile Transport of the Uzbek SSR in speeding up the circulation of motor vehicles and carriages, improving the roads and network roads. For this purpose, only in 1949, the government allocated an additional 22.6 million rubles. Due to the fact that the river fleet was equipped with the latest equipment, its cargo turnover increased year by year.

In the 1950s, waterways did not lose their importance as one of the main means of transportation in Central Asia. The main part of cargo to Khorezm region, Republic of Karakalpakstan and Tashkhovuz region was brought by water.

Since 1950, the boat fleet has completely stopped its activity. The main part of the cargo carried in the shipping industry of Central Asia fell to Karakalpakstan and the Khorezm oasis. 90% of goods needed for the national economy were transported on the Aral Sea and Amudarya waterways.

Oil products, chemical fertilizers were delivered to Tortkol, Beruni districts through the port of Sharlauk. Cargo transportation in the Aral Sea was carried out mainly by ships of the Aral fleet. The ships mainly served fish processing stations. Salted fish products were transported from Uyaly, Bugun, Uzynkair islands. A saxophone was brought from Basuen Island to the Island Port[7].

In this regard, the restoration and reconstruction of the fishing fleet of the Muynak district was also provided for in the plan for the development of the national economy of the Karakalpakstan ASSR in 1946-1950.

The Central Asian shipping industry took an active part in all the construction works carried out in the Amudarya basin. In 1950, the construction of the Main Turkmen Canal began. For construction, special loads were transported from Karatau to Takhyatosh region on barges. Prefab houses were brought to Takhyatosh from the ports of Aral and Charjou. During the construction of the Karakum canal, 5 steamers and 10 barges delivered goods on time. These circumstances indicated that the region had become a major construction site during these years.

Along with the development of the Khojaly port, qualified personnel from the local population also appeared. Hundreds of Karakalpaks, Uzbeks, Kazakhs and Turkmens worked in enterprises, ships and institutions. The names of ship captains Madraim Izbastiev, Allambergen Mamutov, Ashir Yakubov, Khalila Khudoybergenov were famous in the former Union. More than ten representatives of the local nationality were awarded the Order of Lenin for long and effective work, and 39 people were awarded the Order of the Red Banner of Labor[8].

The decision of the Council of Ministers of the Uzbek SSR dated February 5, 1951 No. 204-33c on measures in some sectors of the national economy of the Karakalpakstan ASSR was adopted[9].

It is known that until the 1960s, the Island was one of the four largest inland bodies of water in the world, along with the Caspian Sea, Victoria and Lake Superior. Rare species of fish lived in the water basin, which has no access to the world ocean, and they aroused great interest in the world scientific

community. In the recent past, its area, including the islands, was almost 68,000 square meters. km. of water volume is 1000 cubic km. established The average depth is 50.5 m. was around.

38.6 cubic km from Amudarya to the Aral Sea until the 60s of the 20th century 14.5 cubic km from Syrdarya water comes, 5.5 cubic km. underground water was also added. In the sea with large ports such as Aralsk and Muynak, the shipping season lasted 7 months[10].

The sea navigation season lasted 7 months. Large ports such as Aralsk and Muynak operated. There was little population around the Aral Sea. The population was mainly engaged in fishing and partly in animal husbandry, muskrat breeding and vegetable-polishing. Until the 90s of the last century, fish was caught from the sea. A large number of fishing farms operated in and around the cities of Aralsk and Muynak, fish salting factories were operating in the Amudarya delta, Avan settlement (Ko'korol o.), Bugun settlement (east coast), Uyali and Uzunkyr islands[12].

The navigation of the fourth five-year plan began with the appeal of the active members of the People's Commissariat of the River Fleet to all river farms of the republic. It emphasized that river transport should play a major role in the Soviet people's struggle to implement the ambitious post-war economic development program. A large amount of money was allocated by the state for the restoration and further development of water transport. Ports, wharves and factories began to be restored on a new technical basis.

The length of roads with a guaranteed depth on the Amudarya waterway has increased by 460 km. On the main waterways of the basin from Charjou to the seaside and from Muynak to Aralsk, the standardized dimensions of the passage were established, which made it possible to significantly improve the operation of water transport. All 1,397 kilometers of the main waterway from Charjou to Aralsk and along the Syrdarya - from Ukur Khan to Chinoz are provided with round-the-clock shipping[13]

River roadmen of the fourth Khojaly technical section of the road worked well in the navigation of 1946. They completed the annual plan of ice blasting and coastal channel cleaning ahead of schedule. During the entire navigation, the ship service stopped for only 29 days, the rest of the time, non-stop flights were made.

The state has always paid great attention to the development of water transport. It was filled with many ships equipped with modern technologies, new ports, wharves, canals, and ship repair bases were built. However, water transport has not yet been able to fully fulfill the tasks of providing services to the national economy. Despite the steady increase in the volume of cargo, the share of water transport in the country's cargo turnover was small and by 1950 it was only 11.8 %, including 5.5 % in the sea fleet and 6.3 % in the river fleet[14]. So, during this period, the main cargo was transported by railways and land routes.

In conclusion, the role of national economy sectors serving the production process has increased at all stages of the country's economic development. It can be seen that transportation was one of these areas. Further improvement of the efficiency of the entire economy largely depended on its activity. Although there are a number of problems in the sector, waterways remain an important link for the national economy.

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