

## THE FIRST RESEARCHES OF THE ARAL SEA FROM HISTORY

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### ANNOTATION:

**In this article the history of the Aral Sea flotilla and the importance of waterways of Amudarya and Syrdarya are represented.**

**KEY WORDS: Ferry services, Aral Flotilla, Flora and Fauna, Ecological disaster, Raim fortification.**

### INTRODUCTION:

Recently, the eyes of civilized mankind have been focused on the Aral Sea the only sea on the globe that was first plotted on maps in 1849, and now, a century and a half later, can even disappear from the face of the earth.

The Aral Sea has recently attracted the attention of many experts. On the one hand, Ecological disaster of Aral Sea has probably become the most widespread technological disaster of our time, and on the other, the upcoming construction of a trans-Asian transport corridor is likely to exacerbate the problems of the region. In this regard, critical rethinking of all historical experience of economic activity in the river basins of the Syr Darya, Amu Darya and the Aral Sea is of great importance.

At the beginning of 1848, a scientific expedition was undertaken to study the Aral Sea. The head of the expedition was Captain Lieutenant A. I. Butakov. The mission included the study of the nature of the Aral Sea, the flora and fauna of its shores, and the conduct of meteorological and anthropological

observations. Butakov included T. Shevchenko as part of his expedition to sketch views of the Aral Sea.

The Ukrainian poet Taras Grigorievich Shevchenko (1814-1861) was exiled to the Orsk fortress with the prohibition of writing or drawing anything. Thus, after spending about 11 months in the Orsk fortress, Shevchenko on May 11, 1848, went on an expedition with a company of Cossacks from the Orsk fortress.

Along the way, Shevchenko made a series of drawings "Kara bootak", "Fire in the steppe", "Dusty graves", "Irgiz kala", "Dzhangiz agach", etc.

The expedition caravan arrived in Raim on June 19th, 1848. In Raim, the schooner "Constantine" was collected and launched into the Aral Sea. On the schooner Shevchenko made many drawings and watercolors. At the end of September, the schooner dropped anchor in the fort of Kos-Aral on the northeastern shore of the Aral Sea.

It was the site of the wintering expedition. In addition to drawing, for which he had official permission from the head of the expedition, Shevchenko also wrote many verses.

Since Butakov's expedition to the Aral Sea, Shevchenko made many household and landscape drawings. Here Shevchenko first became closely acquainted with the local population.

On November 6, 1849, the expedition returned to Orenburg and brought rich

material about the nature and characteristics of the Aral Sea, Shevchenko's album, which gave an accurate picture of the north-eastern shores of the Aral Sea, was also extremely valuable.

The chief of the Orenburg Territory, General Obruchev, was very pleased with the views of the Aral Sea made by Shevchenko.

The expedition spent the winter of 1848-49 on the island of Kos-Aral. Butakov's days took place in the processing of astronomical observations, in the analysis and systematization of geological and botanical collections gathered during the voyage.

Taras Shevchenko, having taken out a lot of fresh impressions from a journey across the unknown sea, which enriched the poet with new knowledge and poetic images, painted and wrote poetry. On Kos-Aral, Shevchenko created a cycle of poems called "Kings." More than fifty poems were written by Taras Shevchenko during the wintering in Kos-Aral.

In the national library of Uzbekistan named after A. Navoi, the manuscript of one of the diaries of the first researcher of the Aral Sea A.I. Butakov is preserved. It contains both the forged notes of his voyage on this reservoir in 1849 from the day the campaign was opened on May 6 and until its end on September 22, and drafts of the report, official documents and letters relating to the Aral expedition and projects for the construction of the shipping company in the Aral Sea and flowing into it the rivers. Here we find besides papers, our own album and several copies from T.G. Shevchenko. [1, p 23]

#### **MAIN PART:**

Butakov's diary began on March 13, 1848 in Orenburg and contains many interesting notes and observations, including several places dedicated to T.G. Shevchenko.

Probably, the history of the Aral military flotilla remains one of the least studied episodes, although, in fairness, it should be

noted that it is considered in the works of a number of specialists. First of all, historians inevitably mention it, dealing with the problems of Central Asia, in particular Kazakhstan and Uzbekistan, of which, probably, the most significant are the works of B.V. Lunin.

Secondly, the Aral flotilla is inevitably mentioned by historians involved in the Russian colonization of Central Asia, since it was for these purposes that the flotilla was created. But it should be noted that they all mention the Aral flotilla, as a rule, fragmentary, since the flotilla itself was not the object of their research and served only as a background for describing the corresponding historical processes.

In connection with the advance of Russia to Central Asia in the middle of the nineteenth century, the need arose to study the Syr Darya basin and the Aral Sea with a view to the formation of shipping.

In the second half of the 19th century, the Aral Flotilla, led by A.I. Butakov, was created to explore the Aral Sea. The study and development of the Aral Sea and the largest rivers of Central Asia of the Amu Darya and Syr Darya was the main business of the whole life of Alexei Ivanovich Butakov, which brought him well-deserved world recognition.

In July 1847, the chief of the Orenburg Territory, General V. A. Obruchev, founded the Raim fortification in the lower reaches of the Syr Darya, which marked the beginning of the spread of Russian influence on the Syr Darya basin. In the spring of 1848, in Orenburg, under the supervision of Lieutenant A. I. Butakov, a two-gun schooner "Konstantin" was built 16 meters long. On July 20 it was delivered to Syrdarya, to the Raim fortification, 64 km from the mouth, and was lowered to the hearth. The expedition for shooting and measuring the Aral Sea, except for its chief, Lieutenant A.I. Butakov, consisted of the navigator corps of ensign KE Pospelov,

seconded to participate in the expedition of the headquarters captain of the General Staff A.I. Maksheev, corps of topographers of the ensign army A. A. Akishev, senior paramedic A. Istomin, three non-commissioned officers, fifteen sailors, two veteran and rank-and-file battalions Tomash Werner and Taras Shevchenko.

Thomas Werner, a Polish political exile, a former student at the Warsaw Institute of Technology, was taken by Butakov on an expedition to carry out geological research.

Taras Grigorievich Shevchenko, an artist and poet, at the request of Butakov, was placed at the disposal of the expedition to sketch coastal views of the Aral Sea.

The 1848 campaign lasted almost two months. Its result was a general reconnaissance of the whole sea, measurement of depths, determination of latitudes, and discovery of a group of islands of Nikolai [Renaissance]. The largest of them, the island of Renaissance, was discovered by Butakov on September 8, 1848. Prior to that, no human foot had stepped here, and nothing was known about the island, since it is not visible from the sea. This island used to have many saigas. When Butakov first landed on the island of Renaissance, saigas looked at people in surprise, allowed them to come very close to them and did not scatter even after a shot. At the beginning of the 20th century, saigas were finally knocked out here. Once the Renaissance Island was completely covered with thickets of saxaul, which provides excellent fuel. [2, p 47]

The expedition made a general reconnaissance of the Aral Sea, discovered and explored several islands, created a network of astronomical points. At the same time, meteorological observations were made, an inventory of the ice situation was made, and magnetic declination was determined. The sailors quite reasonably concluded that the Aral Sea is one of the most stormy and hectic.

As a result of these works, the first sea map of the Aral Sea was published and its detailed navigational and hydrographic description was compiled.

In subsequent years, A.I. Butakov put a lot of effort into establishing a shipping company on the Aral Sea. In his reports, he repeatedly emphasized that navigation on the Aral Sea can only be successful with the use of steamboats.

On his initiative, in 1852 the ships "Perovsky" and "Obruchev" were delivered to Raim, which laid the foundation for the creation of the Aral Flotilla. A.I. Butakov was appointed its commander. In the following years, the flotilla was replenished with new vessels, and a port was created in Fort Kazalinsk. In 1862, Alexei Ivanovich conducted a study of the Syr Darya, on the basis of which the first map of this river was compiled. Thus, Russia for the first time opened Europe a safe line of communication with China through western Turkestan. This study was also of great importance for strengthening trade relations between Russia and the countries of the East.

The communication lines in the Amudarya department are divided into land and water. By land include the postal and caravan routes along which the goods travel on camels or pack horses. The main caravan routes go from Khiva through the Peter and Alexander Fortification and port No. 1 (Kazalinsk) to European Russia. The main route of communication from the center of the Turkestan district to the Amu Darya department is accompanied by almost half its length, by water along the Amu Darya. Aral flotilla established on the Aral Sea and Amu Darya plays a huge role for the delivery of military loads and supplies to Petro-Aleksandrovsk. [3, p 17]

## CONCLUSION:

In 1878, urgent shipping flights were made between Kazalinsk and Nukus by the Samarkand steamboat with barge No. 9. The flight schedule was as follows: the ship left Kazalinsk on May 15, came to Nukus on May 29, parking for 5 days, left on June 4, etc., i.e. made a flight there in 15 days. And back at 7-8 days., And with a stop in Nukus, he stayed on the flight for 28 days [4, p. 17].

In 1878, the composition of the Aral Sea flotilla was as follows: 6 towing ships, 9 metal barges, 10 longboats, 16 other rowing vessels, 8 metal ferries and 1 floating dock. Steamboats and barges continued to carry artillery weapons. The following vessels were part of the Aral flotilla: Samarkand, Aral, Tashkent, Syrdarya, and Obruchev steam boat. Ten barges No. 1 of 10 inclusive, five ferries, a plankout of 2 iron boxes and ten longboats [5, p. 18].

Adjutant General Rosenbach had to rebuild again the Aral flotilla abolished by general Cherniyaev in 1884, since the steamers for the Amu Darya flotilla had not yet been ordered.

In the fall of 1884, the steam hull Obruchev was launched, which sailed between Kazalinsk and Perovsky. But the Syr Darya was significantly shallowed, as a mass of water broke into Yanydarya, and therefore in 1884 Obruchev made only one flight to Perovsk and back. In the following years, the steamships of the Aral Flotilla sailed annually until 1888, until a new Amu-Darya flotilla appeared.

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4) SGA RUz., F. I-2740, op. 2, d.50, l. 17

5) SGA RUz., F. I-2740, op. 2, d. 50, l. 18.