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A dialectical analysis of the development of maritime transport

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Annotation: In the article, based on the principles of dialectics, everything in the world is in constant change and movement. Nothing and event cannot remain unchanged. The fact that this process applies to everything, including the communication and transport system, as well as maritime transport, is analyzed from a dialectical point of view.
Key words: river and sea transport, dialectics, discovery, development, need.

Introduction

This sea route is considered the communication route that appeared in the history of mankind after the land caravan routes. One thing should not be forgotten from this, that it should not be concluded that the river and sea routes were created in the 16th and 17th centuries, when the importance of the "Great Silk Road" declined. During this period, ships were created that could carry large amounts of cargo, and the opening of intercontinental sea routes continued, but sea routes existed from ancient times, and people sailed on ships in rivers and seas. The use of sea routes for the transportation of passengers and goods dates back to ancient times. It is known that ships with oars and sails sailed in the Tigris and Euphrates and Nile rivers flowing through the regions of Mesopotamia and Egypt, which are recognized as the ancient cradle of human civilization.

Discussion and results

In ancient times, the Phoenicians were the people who achieved the first successes in the field of shipping and sea routes. "Phoenicia is an ancient state that existed in a part of the territory of the present-day Lebanon and Syria." Sailors of this country opened sea routes across the Mediterranean Sea. In their ships, they reached the British Isles in the northern direction through the Strait of Gibraltar, and in the southern direction they reached the Indian Ocean through the Red Sea. There is also information that Phoenician sailors were in contact with eastern regions, including Central Asia. True, some who heard this idea may exclaim, "It can't be." They can be understood. Because the distance between the lands where the ancient Phoenician state existed and Central Asia is very long, and these regions are not connected with each other by waterways. So, how did the ships of the Phoenician sailors sail to Central Asia? Or, on the contrary, how the ships of the Central Asian sailors can get to Phenicia, which is located on the shores of the Mediterranean Sea. In fact, in today's geographical location of rivers and seas, it is not possible. However, today's geographical situation was not like this from the beginning. The way nature looks today will not stay like this forever.

According to the principles of dialectics, everything in the world is in constant change and movement. Nothing and events cannot remain unchanged. This process applies to everything. There is only one difference - it's a matter of time. Days, hours and minutes can be enough for some things and events to change. For example, on May 31, 2020 at 00:22 Tashkent time, the "Falcon 9" rocket launched into space by the US company "SpaceX" reached the earth's orbit in a few minutes. It is a well-known fact in agriculture that a seed sown in the ground germinates in a matter of days, and many such changes occur before our eyes. But there are also changes that will take years, centuries, thousands, and even millions of years to change. If we approach this issue from a dialectical point of view, the possibilities of scientifically explaining the issue will expand. The presence of an international sea route in Central Asia in ancient times indicates that

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shipbuilding was also developed here. After all, sea transport cannot be imagined without ships. Already, strong and durable ships were needed to travel long distances and transport heavy cargo. In turn, intelligence, knowledge and skill were needed to make such ships.

According to the information, "the first image of a ship in Central Asia is reflected in the pictures on the rocks of Beshtobe, 20 km from Nukus... S.P. According to Tolstov, the date of the shape of the ship depicted on the statue in Beshto'be is calculated from the 3rd to the beginning of the 1st millennium BC, which corresponds to the Bronze Age... This is a Phoenician ship. It was mainly a merchant ship and is depicted in the reliefs of the palace of Saragon II from the 8th century BC. Like the ship depicted on the Beshtobe rock, it has one sail and one mast, and the mast is held by two ropes, one tied to the nose and one to the tail. Here is a scientific proof for you: how to explain the fact that two locations very far apart (about 6 thousand km) depicted the same ship. How can people who are so far away from each other and lived no less than three thousand years ago, draw the same thing in such a similar way. Then, the image of the ships is a complex drawing. It is impossible to draw it, in this way, with such precision. The only way to make these ships look like this is to draw them facing away. So, these ships were equally present in both locations. We make a logical conclusion: the presence of the same ship in two places that are far from each other means that these ships are sailing between these areas. The conclusion is that in ancient times Social relations of Asia with the countries of the world have been established through international maritime communication routes.

Amudarya and Syrdarya, two central rivers of Central Asia, served as important communication routes in international and domestic trade. Many boats and ships sailed on these rivers. Boats transported merchants, tourists and their goods from one side of the river to the other. Clavijo, a Spanish traveler who traveled to Central Asia in the early 1400s, visited many countries and met their kings. In particular, he was in the reception of Amir Temur, who was considered the unequaled ruler of that world. Claviho wrote down a lot of information about the social and economic situation of the Central Asian region. In particular, in his works, he spoke about river communication routes. Claviho said, "At that time, boats sailed on the Amudarya, transporting people from one coast to another, and it was considered necessary to have a special label or decree that allowed to sail to transport people." Two important conclusions can be drawn from this record of Claviho, who was in Central Asia during the reign of Amir Temur: first, there were boats serving people, especially merchants and tourists, on the Amudarya, and they transferred people from one coast to another on cruises; secondly, it was necessary to have a special label or decree to do this work, that is, a license in modern language.

The process of discovery of the main sea routes between the continents began in the 15th century. The opening of new sea routes had its own necessary and objective reasons. The main reason for this was that, by this time, European trade relations with Asian countries had been greatly reduced. Silk, silk and other types of fabrics, spices such as pepper, ginger, and other necessary products, imported from the East, which are very necessary for Europeans, almost did not arrive. It is known that these products were brought to Europe via the land "Great Silk Road". The main point of this road leading from Asia to Europe was the city of Constantinople. This city was conquered by the Ottoman Turks in 1453 and renamed Istanbul. But the work did not end only with the renaming of the city. Turkey's powerful navy has also blocked sea lanes across the Mediterranean Sea and the Black Sea. So, the ancient trade routes that connected Europe with the East for thousands of years ended. This situation did not go unnoticed. It began to have a negative impact on the social and economic development of European countries. Especially, this negative effect began to be seen very noticeably in the everyday life of the population. The search for new sea routes connecting Europe with the East became a matter of life and death. Therefore, the governments of most countries in Europe are trying to open a sea route from the East to the West, and they are encouraging the activities of sailors and travelers who want to conduct research in this regard. The most active in this matter were the governments of Portugal and Spain.

The discovery of intercontinental sea routes dramatically changed world trade relations. Some cities and ports in the Mediterranean, which were once trade centers, have lost their importance. New trade centers and ports were formed in their place. Because world trade relations have moved from the Mediterranean Sea to the oceans of the world.

The Portuguese's journey through Africa to India accelerated the movement of other European countries, especially Spain. After that, many previously unknown lands were discovered, new sea routes were laid across the seas and oceans of the world. Development also penetrated the discovered areas. The volume of trade relations of Europe with other continents began to increase. It was an important factor in the development of science and technology and the creation of industry. The opening of sea routes and the development of maritime transport gave many countries the opportunity to establish direct contacts and social relations. Places that took years to reach on land became accessible in months by sea. The issue of cost is that, as is well known, huge sums of money were spent on the movement of overland trade caravans. Several hundred horses and camels were needed to transport goods. Fodder was always bought for these animals. Dozens of porters were needed to load and unload cargo in the caravan. Porters and other servants in the caravan were paid. A lot of money was required to feed, clothe and rest in caravansary for the people in the caravan, who would take part in arduous journeys lasting months and years. These expenses did not fail to affect the products transported in trade caravans. Costs were relatively lower in trade processes carried out by ships on sea routes. carrying hundreds of horses and cargo loaded on one ship. The number of the ship's crew was also much less than the number of members of the convoy. Then the ships stopped as often as the caravans and did not rest in the caravansary and so on. Therefore, sea routes were preferred over land caravan routes

Conclusion

Countries with access to sea routes began to abandon the use of land caravan routes. Eventually, land caravan routes gave way to sea routes. This situation lasted for several hundred years. When land-based automobiles and railroad-powered steam locomotives were invented to compete with seagoing ships, land routes began to regain their place and importance. After all, automobiles and railroads were much more advanced than their predecessor caravan routes in terms of speed, efficiency, productivity, and features.

Studying the dialectical analysis of social relations, we noticed that it is important to make a classification of social relations first. From this point of view, in our opinion, the types of social relations, i.e., their classification, should be structured according to the existing categories, classes and other different social strata in the society.

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