The draft logs that formed the base for the uniform abstract logs (1853).

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During the summer of 1853 a field test with a draft meteorological logbook was carried out on board two Dutch naval sailing frigates: ‘Prince van Oranje’ and ‘Palembang’, cruising the North Sea. The test was initiated by the Dutch naval officer Lt. M.H. Jansen. The uniform abstract logs, a result of the Brussels Conference, are mainly based upon the experience gained with these logbooks.

1. Introduction
The uniform abstract log of the Brussels Conference, prepared by Maury, Jansen, and Gorkovenko (Russia), could be adopted because the workability of the log was demonstrated by the Dutch drafts.

2. The Dutch draft

![Figure A. The draft logbook kept on board the 'Prince van Oranje', May and June 1853. The column headers are already in the English language.](image)

3. The uniform abstract logs
At the Brussels Conference two versions of abstract logs were adopted. The first one, a detailed 24-columns log for use in the navy based on the Dutch draft and the second one, a simplified 17-columns log for use on board merchant ships. Compared to the Dutch draft additions were made for the temperature of the attached thermometer of the barometer and the ships position according to dead reckoning. Transparency, salinity, soundings and the used compass variation were considered optional and should be noted under ‘Remarks’.

![Figure B. The abstract log kept on board the U.S. 'Redgauntlets', November 1857.](image)

During the 19th century navy officers were scientifically more respected than merchantmen. Consequently the wet bulb temperature and the specific gravity of the seawater were not required from merchant ships. Also, merchantmen did not stop for oceanographical observations.

![Figure C. The abstract log kept on board the merchant brig 'Hermanus Franciscus', March 1856.](image)

4. Lt. M.H. Jansen

![Figure D. Marin Henri Jansen (1817 – 1893)](image)

5. The Dutch contribution

![Figure E. Number of Dutch observations and the number of received logbooks per year (Source: KNMI-archive)](image)
In the Netherlands more than 100 captains of the Dutch ocean going trade responded already in 1854. In 1867 almost 45% of all Dutch captains were involved. Other European countries stayed behind (< 30%).

5. Conclusion
The Dutch naval officer M.H. Jansen contributed substantially to the preparation and adoption of the Uniform Abstract Log. Due to his efforts in the Netherlands, no other country, apart from the U.S., reached in such a short time so many observations.