

**FROM HARDSHIPS TO STEAMSHIPS: MEMOIRS OF A  
MERCHANT SEAMAN DURING WORLD WAR II**

Alyssa Ditton

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in harm's way in. Liberty Ships during World War II and who did not return. 2 Commonly referred to in maritime circles as 'tramp' steamers, their original design was effort, the Merchant Marine Act of was conceived by .. tangible memories of such a Libertys' Lady. . But that was not the end of the difficulties.

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The Red Duster at War. In order to obtain a Second Mate's certificate known as a "ticket" a seaman would have had to have gained several years sea time experience either as an Apprentice a Cadet or as an Able Seaman no matter what his background or educational qualifications, either route involved living and working with seamen. Now however, the article continues, the Norwegian government had received a new message from the British government indicating that it was forced to impound all Norwegian ships with whale-oil cargoes to prevent export to Germany.

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The Third Mate reported to the more senior mates and would usually hold a Second Mate's certificate and be studying for his First Mate's ticket. A diesel engine motor tanker averaged a crew of 44 and a small coastal collier might only have a crew of a dozen. During the war many ships were armed with old artillery pieces and small arms, later light 20mm canons. Availableseamenseekingengagementwouldbeappraised,theirpaperworkex

World War II the title Merchant Navy came into normal usage and with Royal approval a small silver buttonhole badge was produced for the non-uniformed merchant seamen from January bearing the letters "MN".