First landfall will be approximately 5000 km Nov 26, this will be the islands of the coast of Santa Barbara, Calif., in order of appearance: San Miguel, Santa Rosa, Santa Cruz, Anacapa and last the Santa Barbara Island.

San Miguel is 115 miles from San Pedro. Estimated time of arrival 1600.
Thanks for the Memories

To Capt. Carl W. Molina for bringing the good ship Afrombia to Laytso to all his mates for helping the captain take us home; Merrill K. Albert, chief mate; William H. Thompson, Jr., 2d, who also furnished the 'Fore 'N' Aft' with the daily "Ship's Position"; 3d mate; Angus E. McLean, 4th mate to the "Black Gang" for speeding up the turns from a normal 8' to the heretofore impossible 96 per min.; Chief Engineer Aaron D. Dulan, 1st Asst. William F. Webster, 2d Asst. Arlo E. Arnold, 3d Asst. Joseph I. Salcedo, 4th Asst. Stanley Keldsen... to spars and his boys, who besides their normal duties, were responsible for furnishing the news sheet with all the "news fit to print"; Dayton C. Baldwin, Wesley K. Olain, Arthur W. Anderson... to deck cadet C. W. Hartman, for the diagram of the decks which was published in a past issue... to the ship's electrician, for working all hours of the night in order to give us ventilation and heat.

To the United States Navy for sending Lt. John E. Calhoun, Naval C.O.; Lt. Robert C. Geddes, his able exoe; Lt. (jg) Hal W. Schloss, 1st Lt. and Ensign Thomas D. Olsen; all of whom cooperated to make this trip as pleasant and comfortable as possible... to C2S Thomas W. Duffey and his entire commissary department for the swell chow they've dished out... to SM2C Clifton H. Wilson and SM2C Ralph E. Petty for running the ship's store where we could buy anything from soap to mugs... to Y2C Raymond L. Quaile for all the information and help he gave us in getting out the "Fore 'N' Aft".

To A. V. Snooker and George Landis, expert radar man for running the movie projector (until it got broken)... To F-1/12G Lawrence E. Holloway and Cpl. Lawrence E. Angle, USMC, for their cooperation in helping with the guard... to Chaplain A. A. Childs, USN, for his spiritual guidance for the daily "Chat with the Chaplain"... to Cpl. Robert H. Offley and his staff who organized and ran this trip without incident; Maj. Anthony Spitto, trump exoe; Capt. Don A. Yorko, major-domo of the details; Capt. Anson E. Anson, mess officer; Capt. Frank J. Campbell, welfare officer (music in the afternoon); Capt. Chester J. Newitt, adjutant officer; Capt. Teddy B. Nelson, comdr of the guard; and Capt. Nelson W. Spangler, in charge of boat drill.

To our team of Army and Navy modicos who, last night, performed an emergency appendectomy on T/J H. O. Conner; Lt. Comdr Wilson Dougherty, navy; Maj. George S. Vickery, army; Maj. Henry Taylor, army; and Capt. Bernard A. Newell... To Lt. Arthur L. Kohl, ship's 1st & E. officer for his daily "Info & Ed" column in this rag and for his many other Special Services, and to his volunteer assistants, Frank L. Garrett and Louis R. Berks... to the librarians (pro tem Hugh C. Cameron and Norbert P. Adler who passed out books and magazines all day every day... to all the fellows who did KP after day after day and all the guys who stood guard out in the cold... to W. Whitney Cleslton for the organ music with our Sunday services... to Warren C. Burlingame for setting up the PA system for the daily music hour and to Norlie Collins for flipping the disc... to R. W. Young for his moral support throughout the trip - lets not forget him and what he stands for after we land... and now fellows do you mind if we take a peek on the back ourselves for putting out the "Fore 'N' Aft" every day under the most trying of conditions, labor disputes, wage cuts, paper shortage and a hundred other things. When you take that pin stripe medallion of the moth balls remember... fellows, you made it.

Letter to the Editor

With all the orchids and bouquets being passed out on this trip, it seems to me, the most deserving is the editorial staff of the "Fore 'N' Aft". In their two-by-four news room (yes, crowded is the word) we had the benefit and pleasure of being kept informed of the important news of the world and the goings on aboard ship.

I wish I had the space to praise the individually and to give a resume of the talent, knowledge, and understanding cooperation that went into making the paper a success. "Three cheers", says I.
THURSDAY, 22 NOVEMBER 1945

LIDLES
FELISH
OLIVES

BAKED GUMOUS ON THE...
DUTY

LEEKED ROLLS IN THE...
GAYLE

BAGSING
WILD MEAT SAUCE

MUFFLE LUMBER ROLLS I/BUFKA
NAPKINS

FRESH FRUIT

APPLE PIE...CUSTARD FRANGAISE

CAKE AND MILK
POTTS

Tomorrow we shall celebrate Thanksgiving. I know that most of us feel we would be on good American soil for this great occasion, but our Hon President Mr. Truman, has decided to continue with a new tradition put into effect by the late beloved President Roosevelt. Thus, emergency plans were made and Chief Steward Duffy better known to yours truly as Father Duffy, (for his kindness), brought forth the above items. To us abroad this is a great day. We are on our way to our loved ones. To the world it is a great Thanksgiving, for once again we have peace and we pray that it will be everlasting. Remember, there is no reason why there should not be that "Everlasting Peace". It is up to us, and each of us doing a job, it can't miss.

Mr. Lehmen, of the good ship Sunlandia, came through with a splendid suggestion on how to conduct tomorrow's meal. This is the way it will be conducted. Men will be called by tickets. These tickets should be marked with a number. If they are not, that part of the system won't be used. However, when called by color, men whose color ticket is called will proceed to the Galley line. The Galley will be filled, then the line closed until the entire mess has eaten. The mess line will reform by color, and will continue on throughout the day...No men sandwiches will be served because the Thanksgiving dinner will start about 2:50 PM. If your color isn't called, stay closer of the passageways. There's no need to rush as there will be 1-2-3-1 for all.!!

Let's give credit where credit is due. The boys who have worked in the kitchen throughout this trip did a great job. It was tough for them to get stuck with the regular routine, but that was the way it had to be; also the ship's "Galley" personnel has been more cooperative than those on any other ship we've been on. At the slightest suggestion for improvement of the ship's mess. Chief Duffy wasted no time in making corrections. If little things are still wrong in the Galley, it is your fault (not theirs) for not bringing it to their attention. Any information received by the ship's riflest reporter, has passed on. Whether it was to the Chaplain or the雷达, or any branch of the ship, if possible, it was taken care of. What more could one ask... Let's give our little gripes - enjoy the good meal which the members of the Galley have taken great pains to prepare, and,

Let us really be thankful.......!!
The time has come to write the last of my "Chats." I have always hoped to be associated with an outfit permanently. As usual, in the service, my job has differed from what I want most. Now the voyage is over. I have come to know some of you well. There are many others I would like to know better. One man in particular always gives me a cheery hello, although we have said little else to each other. I think of him as the last day at sea approaches, and know that I will never have the privilege of shooting the breeze with him. This leaving of one group and sudden arrival of another is a recurring regret. It strengthens my longing to be home again with a community of my own which will not be leaving me every three weeks.

On the other hand, there have been personal advantages in my assignments. I have a wider acquaintance than my own choice would have made possible. Again and again, as I meet another cross-section of G.I. Joe, I am encouraged by the amazing talents and fine qualities of the average American. My wife and I joined the Navy for several reasons. I say my wife joined because the job she is doing in raising our family alone, in enduring loneliness, in the disruption of her plans, in her personal inconveniences, are as much a part of my being in the Navy as anything I do. Anyway, we joined the Navy because we wanted to do our share in winning the war. We joined, too, because we felt that the world was at an historical turning point at which the Will of God and the Seren of the Mount must exert an increasing influence. Or else your children and mine will enter a long era of despair.

I do not know how much we have contributed to the favorable outcome. Results cannot be measured then brief contacts are the rule. However, my impression has been reduced as, again and again, I have seen the simple greatness of the average man.

I want to go home, you know what I mean. Yet, I am glad that I am here. Glad to have sailed with you. Glad to have talked with you. I hope these incidents will recur in the future when I say to myself, "To have been there today was worth being away from my wife, my children and my own people!"

I hope that the happiness which waits you will fulfill your dearest longings. For myself, I hope that the next half year will bring me the good fortune to sail with men very much like you.

God bless you.

Question for the day asked by the Inquiring Reporter for the "Forc 'N' Art" newspaper was: "What is the one outstanding or memorable incident that happened to you during the voyage?"

8/Sgt Otis Brady, Texarkana, Arkansas.
"I remember the voyage as being one of the best I've ever been on. Living conditions have been splendid, and I'm sure that every man has enjoyed the trip!"

8/Sgt Kenneth E. Fletcher, Portland, Ore.
"I remember best of all the "Foundered Follies" of '45. It was a good show and good entertainment for all. Created much enthusiasm among the men!"

7/3 James R. Fisher, Houston, Texas.
"I remember the voyage as being a pleasant one. It is the best troop ship I've ever been on. Best show, best living conditions, heads, quarters, and more entertainment."

7/5 Joseph L. Haarle, Muskegon, Mich.
"Best meals I've ever had aboard a ship. Thanksgiving dinner was very very good - best I've ever had in the army!"

Sgt Robert O. Rups, Racine, Wis.
"The ship is the one incident that I remember best. It offset the time schedule between the two ports, also helped pass the time away. I also remember the swell recreational facilities."

7/3 Eugene J. Ashcraft, Omaha, Neb.
"Thanksgiving dinner was the one thing that I remember best of all. Attending the show given aboard ship is another incident I will remember."

MAY HAPPY RETURNS OF THE DAY

To Frank L. Gurer of Sellers, Ala.

To Frank Cuttleman of New Orleans, La.

LON - Pint - November 21st in mass hill rear (Dressing Room "Foundered Follies") Pkt. is a heavy bowl Petersen with silver banded stem. Finder please return to Bill Hager, "Forc 'N Art" staff - REWARD.

REMEMBER THE GUYS WHO FOLLIED STUBB EF

Nakao Uniforms were first worn by our Army in 1902 when volunteers were called for the Spanish American War. It was found that the heavy dark blue uniform was too warm for service in the tropics.
Nov 10 - left 23 RD - in settle trucks - boarded Afundria - anchor up at 1730
Nov 11 - plenty of seas sickness - 50 men bunkless - plenty of rumors - & hear this
Nov 12 - R W's first sail out -way 10, N O - once again on salt water showers
Nov 13 - Phil out of sight - food's been good - but still no hot water - 25 bunkless
Nov 14 - Skipper interviewed by press - sick call mounts - Nurses never seen by EM
Nov 15 - R W now tech - 22d proclaimed Thanks'ns by Pres - passed a ship - 4473 mi
to Sen.

Nov 16 - Coming soon Folly 46 - seas ruff - SF by 27 - EM to probe demos - hot water
Nov 17 - R W bustel - services by Chap - Pearl E hearing - show tonight: "no proj
'machines"

Nov 18 - art 20 in barn - Coffle in coffee - salt water soap DISGUST - Follies arrive
Nov 19 - LOST, 1 day - salt on table, still inspires - Seattle rumor squashed - Ale
2d best
Nov 20 - No civics clothes - market up - Nurses visit Press - 'dete line - se jkts
Nov 20 - 8 de to San Follies Premier - FX smell - change course - slight drizzle
Nov 22 - Tankgivin' real turk - more than ELGENSA - crap games hot - no hot water
Nov 23 - Now its Pedro - benchley dies - still ruffer - Follies closed - A more da
Nov 24 - Thoughts heavy - bunks for all - In still headache - WI out w/more pr'gnd a

Voyage pleasant - cres small - morale hi - whole blocks ship, but Afundria
cut-manders - Nurses aesthetic - popularity vote proves R W Young tops -
Folks handles EM superbly - Guards freeze - and still no fresh HOT WATER.
To:

(1) Editors and Staff of Fore 'n Aft
(2) All Troop Personnel
(3) Producers of the "Bounderless Follies of 1946"

1. To the editors and the staff of Fore 'n Aft, the undersigned, on behalf of all Troop Personnel, all Naval Personnel and Merchant Marine Personnel, takes the opportunity to thank all hands connected with the publication for a job well done. The paper was a source of pleasure as well as a source of information of vital interest which could not otherwise have been properly disseminated.

2. The Naval Commanding Officer wishes to express his sincere appreciation on behalf of himself and his staff for the splendid job done by members of the Voyage Staff and all other personnel assigned to any duty whatsoever, both enlisted and commissioned personnel. The discipline, especially of enlisted personnel, has been very commendable.

3. Everyone aboard, I am sure, joins the undersigned in commending the efforts of all the personnel responsible for the production of and participation in the "Bounderless Follies of 1946". This type of entertainment can always be counted upon to be a valuable morale builder during a long sea voyage.

4. In closing the Naval Commanding Officer wishes to make one final request. It will be highly appreciated if all hands will bear in mind on the day of embarkation that it is absolutely necessary that all areas of the ship occupied by troops be left in ship-shape condition. The ship has to stand a rigid inspection by the Navy after the troops have been debarked.

5. Once again, thanks to all hands, and this includes Merchant Marine Personnel as well as Troops, for your cooperation in making this successful trip. A Merry Christmas and Happy New Year to you all.

[Signature]  
JOHN B. CALLISON,  
Lt. USNR,  
NAVAL COMMANDING OFFICER.

SAN PEDRO PENINSULA

The A.K. is fast approaching the last beachhead for homeward bound GIs. It's been a long trip with the usual seasickness, boredom, and suppressed excitement of the "one-way ticket home" variety. We have had a few laughs together, here and there, to help shorten the trip.

Many a guy is swallowing a mouthful of disappointment over missing the "Golden Gate", after waiting it out so long - but since "a" day for us is to be San Pedro, here's some advance dope on that set up.

Well shipmates, San "Pete" isn't much to shout about. Between the pea-soup fog and the smell of fish canneries on Terminal Island, San Pedro may leave much to be desired, but don't let it worry you - we won't be there that long.

The town is on the coast about 26 miles south of Los Angeles - good hiking or, about 1 hour by Pacific Electric Railway. (No need to comment about "La" just turn 'em loose!)

But in case there aren't any passage for jaunts into the "City of Angels", Long Beach is only 5 miles south, (Passe or via Puna Road), and there, gents, is a small town for Servicemen. The beach, among other things, will be going - and the midway. All the thrills of Carnival Time, anytime. (You can get to Long Beach by bus over Terminal Island, too). Before the war the population of Long Beach was 200,000 - now it is over 400,000. And the Gals...well, it's America, isn't it?...

Near at hand is Cerrillo Beach, a beautiful little spot with plenty of uh...scenery. For the more adventurous soul who feels that he just must, there is Bon--con Street. San Pedro is noted for this district, and take my word for it, it's one "hay hole" place. Plenty tough. A good place to steer clear of, if you don't want to hang around San Pedro longer than is necessary.

All this is just in case we DO get some leave...NO GUARANTEES... But if "You are the one" then have a good time and good hunting. So long CARL LEHNS, ....JACKSON....
WORLD WIDE NEWS

WORLD WIDE NEWS

VETS RETURN FROM PACIFIC

San Francisco: 15,000 Pacific veterans are due at West Coast ports today aboard 28 ships. On the East Coast 15,000 troops from various theaters are arriving on 22 ships. No arrive Monday.

TELEPHONE OPERATORS RETURN TO WORK

Chicago: The Illinois-Illinois strike of telephone operators ended. President of the National Federation of Telephone Workers is conferring on a 5 day walk-out of 8700 operators; the wage dispute is still undecided.

CIO-DAY PICKETS ON PLANTS

Detroit: Thousands of CIO workers returned to picketing of more than 70 of the corporation's plants after the Thanksgiving Holiday. There have been no new developments in the strike of 200,000 CIO workers but a Federal Mediator has expressed hope that the dispute can be settled by Jan 15 and maybe before that date. Available today is a company reply to the union's offer to arbitrate its demand for a 30% wage increase. He repays as yet - question is still being studied by C. B. Wilson, G. President.

STEEL PRICES TO STAY DOWN

Washington: A development which touched the labor situation was a decree of Chester Bowles, TWA Boss: "That there is no cause at this time for an increase in steel prices". US Steel has refused to negotiate with CIO Steel workers on their demand for a $2 a day wage increase, until Bowles acted on its request for increase of steel. This increase would be an addition to those that Bowles has turned down.

DE GAULLE MAKES REQUEST OF ASSEMBLY

Paris: Gen. Charles de Gaulle's presented proposal to the Constituent Assembly calling for quick nationalization of French credits of electric and Insured Industries.

INDONESIAN DEFEND COURT

Syria: British-Turkish East Indies troops employed Sherman tanks for the first time in their Soebiano offensive. The British pushed 3,000 yards southward in Soebiano and by nightfall held two-thirds of the city. Indonesian resistance halted before the waterfront of the tank and the British suffered in casualties while the Indonesian cavalry totaled about 400.
Long ago, somebody once started the
rudiment of ships having ship's new-
spapers. And who got stuck with this
hankless job? The Chaplain. How Chap-
lain Childe, this ship, being far from
home always looks for a
likely sucker, at the start of each trip,
to catch the passing buck. Last November
the eleventh, the aforementioned sky-
navigator put out his usual call for a fell
guy, and into the belted trap stepped
Lee Paritz of Nashville, Tenn. Being a
\ld (Do these still exist?), he was im-
mediately labeled "a liar", and stood
up in the corner out of the way. Now the
paper had a fell guy to front every
time something snafued, a crying need was
felt for somebody to do the snafuing. So
"the press" went below and counted out
Benie, Benie, Benie, hoe; and hoe turned
out to be Bill Haber of Cleveland, Ohio,
who when closely pressed, admitted that he
had to draw mustaches on pictures of the
girls in the subway, which automatically
made him Art Editor. Two bunks away, "Bra-
sie" spotted a couple of characters doing
cross-word puzzles, so the paper now had
two reporters; Glenn Jacko, of San Fran-
sisco, Calif., and Marty Goldstein, of the
Bronx, N.Y. Since nobody could ever keep
track of "Goldie" he was made "Homing Re-
porter". Upon hearing that a certain KP
was dissatisfied with his assignment, the
"B" pulled his rank and Larry Clark of
Buffalo, N.Y. was relieved of his more od-
ious task and promoted to Foreign Corre-
spondent. Next, and most important of all
the paper needed a typist who could cut a
stencil without making more than the usu-
lar number of errors. So after many
trials and interviews, Lou Williams of
Rochester, Minn. got the nod on account of
he never says anything and nobody can
start an argument with him. Glenn Law-
rence of Batesville, Ohio, the third
assistant linclyper came with the type-
writer. A couple of other characters did
not like snafuing out the had everyday so
Freddie Sekera of Hayward, Calif., and
silt howler of the Boston meatkar joined
the staff as mimeograph operators.
Early morning the first copy of the
"For 'n' Aft" was ready for distribution but
low and behold there was no circulation
manager. After all the union will not al-
low editors, reporters and artists to car-
ry large and heavy bundles of newspapers
around, and besides it ain't dignified.
So "Braacie" opened the door of the hop
and brass Closet, stuck out his arm and
dragged in the first sucker that came a-
long. Richard (Copper) DeWoord of Sioux
Center, Iowa, was now the official cir-
culation manager. Amid shouts of "you
can't cut a word" and "that copy is lousy
the stuff of the "For 'n' Aft" went to
work.

\textbf{TROOP PERSONEL TO DISBAND IN OIS}

\textbf{DETAIL FOR NOV 27TH}

\textbf{LISTEN TO TROOP PERSONEL}

\textbf{APPENDECTOMY PERFORMED DURING STORM}

\textbf{Taking your reporter literally one,
7/5 Malcom Canner proved that Lt. Comdr.
Dougherty's Operating Room lived up to its
splendid reputation. 24 or about 18:00
hours. Malcom was taken to the Op.
room as the three doctors, Maj. Taylor,
Maj. Vickery and Capt. Novell along with
Nurses Berbee, Ome and Sears Abrams who
made preparations for the operation...

\textbf{Roughness of the sea held back the pro-
ceeding until 21:52 when the first cut
was made and the operation was over at
22:56. Capt. Novell the ship skirted
was at the wheel during the operation keeping
his utmost to keep the ship as calm as
possible under the circumstances a visit
with the patient revealed these facts:
He is feeling fine and was overwhelmed by
the treatment and consideration he was
given. The fellows in the ward said he
was up for a visit to the studio only 9
hours after the operation, that is some-
thing in itself...FS. Oh yes just for the
record it was an "appendectomy"...