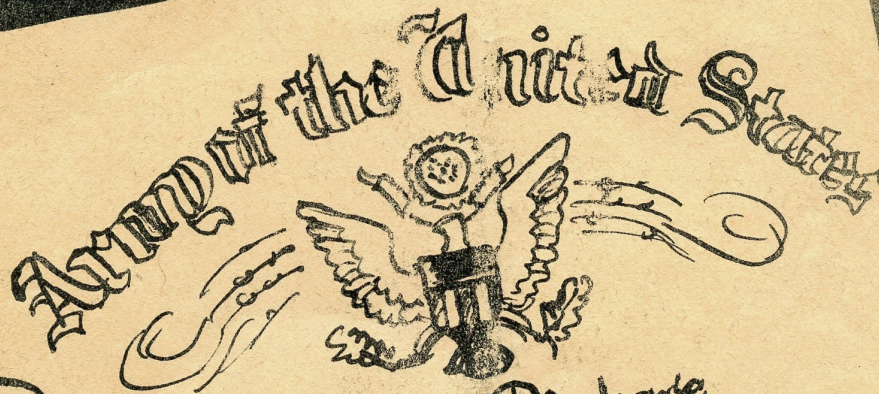


SENTIMENTAL • JOURNAL •

NUMBER 4

SOUVENIR ISSUE

4 MAY 1946



Honorable Discharge
 This is to certify that
G.I. JOE

is hereby Honorably Discharged from the
 service of the United States
 This certificate is awarded as a testimonial
 of Honest and Faithful Service to his country.

Given at: WASH. D.C.

Date: ANY DAY NOW

Dwight D. Eisenhower
 CHIEF OF



Published under the auspices of Special Services Officer, Lt Joseph Carrell, as a memento of your homeward voyage aboard the USS LeJeune.

THE STAFF

- S/Sgt Robert French
- Sgt Bernard McGuire
- PFC David Merene
- PFC Dennis Carmichael
- T/5 Ray LeRocque
- PFC Chuck Allen
- PFC Walter Bill
- T/5 John Kapecsi
- Mr John Daugherty ARC

I & E

WEARING YOUR UNIFORM

If you are separated under honorable conditions and are entitled to keep your uniform, you can wear it from the place where you are separated from active service to your home, provided that you go there within three months after the separation date. Remember that civilians may not be able to tell that you are no longer in active service, so continue to act in such a way as to reflect credit upon the uniform of your country. A lot of your buddies are still wearing it. Don't spoil things for them.

After you have arrived home, you are authorized to wear your uniform only on occasions of public ceremony, such as military or naval parades or meetings of veteran, military or naval organizations. At such times, you are authorized to wear the uniform of the highest

THE INQUIRING REPORTER

Today's question: What advice would you give to a soldier going to Europe for the first time?

CAPT R. T. MEISLER
Wheeling, W. Virginia
I would tell you to keep his mind open and be prepared for new situations that he wouldn't meet in the states. I'd suggest that he study the language and the customs of each of the countries that he visits. Above all, do not expect the comforts and facilities that one finds in the states.

LT. D. HAYES
Norman, Okla.
My advice would be: as seen as you arrive there, start looking for a way to get back. There is no place like home.

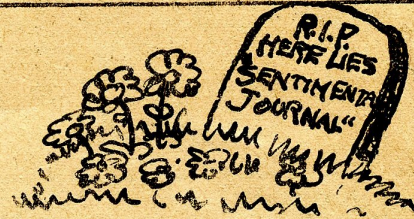
T/5 WILLIAM RADER
Liberty, Kansas
I'm afraid advice wouldn't help. Just use plain, common sense.

SGT JOHN JIGLIOTTI
New Kensington, Pa.
I'd say, make the best of it and use every opportunity to see new places and take advantage of the schooling opportunities offered.

T/4 ROGER JAHIMIAK
La Crosse, Wis.
See everything possible.

grade or rank that you held during the war.

Officers on terminal leave may wear the uniform or civilian clothing, whichever they prefer.



This is the final edition of your ship's paper. We of the staff hope we have eased the monotony of sweating out the trip home.

It behooves us at this time to extend a few "Merci beaucoup's" to these officers and men who have given unstintingly of their time to get us home in one piece.

The following are especially eligible for our praise and heartfelt thanks:

Capt. S.H. Thompson, USN, the Skipper, for successful avoiding the icebergs and other perils which undoubtedly lay in wait for us beneath every wave.

Major Frank O'Conner and his assistant, Capt. H.L. Sellers, the Transportation Officers, for the high degree of discipline and efficiency maintained throughout the voyage.

Lt. Col. Irwin Sanborn, Troop CO, for the swift completion of his duties.

Lt Carrell and Sl/c Locke for their aid in printing Sentimental Journal

The crew of the LeJeune for ferrying us home and introducing us to some new games of chance. Also all treeps who pulled KP and other details and the guy who held my head in time of need.

DIARY OF A LADY
(cont from page 3)

When the Graf Spee got here the Captain headed me for Brazil and I was interned there until I was sold to the US government. Then is when I really get down to work and began my present job of bringing you boys home. I was rechristened after Major General John A. LeJeune, Commandant of the Marine Corps from 1920 to 1929. I made my first crossing as a Navy trooper in June 1944. Since then I have carried more than 100,000 GI's to Europe and back to America.

Of course I can't take all the credit for myself - but you try and have 100,000 or more men sleep on you and see if you wouldn't try to grab some of the glory for yourself - I'm not complaining; though, boys, but as I said some of the credit will have to go to my crew. And I've really got a mess of them, the Army furnishes 7 officers and 15 EM, the Navy has 36 officers and 428 EM aboard, and the Marines (just call them the glamor boys) have 1 officer and 26 EM.

Just for the record, for this trip I'm carrying as passengers 2680 EM, 283 officers, including Brig Gen Frank Meade, 2 Army nurses, and 41 miscellaneous passengers (ARC personnel and other civilians). So the grand total is 3519 - and believe me, that is enough for one gal to handle.

TEAMWORK
DOES IT

Just ahead is that magical world we've all been dreaming about -- home. In a few hours our sturdy ship will be resting in port with another voyage to her credit. Thanks to the Master and crew of the USS LeJeune, troop officers, and civilian passengers for their splendid cooperation through the voyage. We especially thank the Troop Commander and staff officers and men for the excellent performance of administrative details assigned. Teamwork does it.

FRANK C. O'CONNOR
Major C.S.
Army Transportation
Officer

A WORD FROM THE CO.....
- these who made the supreme sacrifice that our country might survive. Let us remember them and strive and for for, and live, the principles for which they fought and died.
Let us work together to build our country - build it with strength and determination - let us strive to eliminate these jealousies and hatreds of class struggles. Let us be tolerant and work together. We have so much to do and no little time.

To each and everyone - - -
thank you again, and success and happiness in your life ahead.

IRWIN T. SANBORN
Lt. Col. CAC
Troop Commander

AND THE SKIPPER.....

NAVY Bulletin

ABOARD SHIP THE FOLLOWING GENERAL ORDERS WILL APPLY.

1. Watch the hatch
2. Corner the snatch
3. Lay down on Quarter Deck
4. Report the Bridge
5. Quarter the Muster
6. Secure the Bulkhead
7. Heave to
8. Relieve the Muster
9. Man your Broom
10. Lash up
11. Lay below in Compartments for orientation and comment on technique.

BY ORDER OF:
J.M. Sickerinhell
J.M. SICKERINHELL
Adm. Commanding.
USS SNAPU.

TO ALL PASSENGERS:

Even though we have had a few unfavorable days, this has been a smooth voyage. I trust you have enjoyed it as we have.

The conduct and cooperation of officers and men aboard has been excellent.

On behalf of myself, my officers and men, I wish to commend you and extend my sincerest wishes to all passengers for a smooth voyage on your return to your normal way of life.

S.J. THOMPSON
Captain USNR

The staff of Sentimental Journal wishes to thank the Ships' Printers, Seaman First Class Robert Lecks and S.P. Wasilenko for their efforts.

Diary OF A LADY

Keeping a diary may seem a bit odd for a ship - but I said to myself some time ago that if Movie Stars and Bobby Soxers can do it why can't I. I always did think that I was a pretty trim Shape ('scuse me I mean Ship) So I decided that I'd try my hand at it. Now can't get me wrong I'm not conceited or anything like that but us girls don't mind a compliment now and then - and if I do say so myself I've had my share - and I think I've had them coming. Of course I must admit I didn't really start until I got into the swing of things and turned my hand to helping the boys get back to the States. Then they really began to appreciate my speed lines skimming through the waves hurrying them on their way home.

I was once one of these classy dames that didn't fall for the rough stuff - I figured that as long as I had the lines and the looks I'd let them bring in the dough. I was what you might call a sea-going Maizie - soft round curves with all the trimmings to show them off. Did alright for myself too - but I soon got tired of that and first chance I got I said to myself 'listen here Ole Gal, it's time you got down to business and made something of yourself.' I got my break on a little pleasure cruise down the Argentine way - (that's in South America) Had a bit of trouble about it but they soon learned that there was more than just a few curves to my advantage. So they let me have my chance and from all reports from the boys I don't guess that I exactly failed.

As I said before I wasn't always a Troop-Teter. I really began about ten years ago in the beautiful port of Hamburg, Germany. Of course I didn't know the full story then and just like any Gal out to make a livin' I figured that it was as good a place as any to start in. I really had myself decked out for the kill and I sure wish the boys could have seen me then. My cabins were spacious and comfortable (I get goose bumps when I think of the boys sleeping on these four-deckers). I also had a luxurious swimming pool, a fully mirrored salon, and a bar that was always stocked with the best liquors. (don't grieve like that boys - I wanted to keep it for you) My dining room was something out of this world - a great hall of silver and crystal and if I do say so myself the food served there was fit for any King who had a country left to do any Kinging in. Well I traveled like that for about three years between Germany and South Africa. Then the lid blew off and I had to do a job that made me feel like a heel FC (first class). I was apped and guns and munitions were piled on. After some work on my own I had to play around with the Graf Spee.

(can't on page 4)

A WORD FROM THE CO.....L...

I desire to express my sincere appreciation to the officers and enlisted men aboard for their wholehearted cooperation in carrying out their assigned duties during the voyage. Most of us, having spent some months or years in a service in foreign lands, have uppermost in our minds a glimpse of good old New York and thoughts of our homes and the civilian life we left behind so long ago. No thought that we might have duties to perform, as Duty Officer, KP, or guard on our last journey, probably ever entered our minds as we walked up the gangplank. The fact that these so assigned have so admirably carried out these duties has been a genuine satisfaction to me.

To these troops fortunate enough to have been assigned no duties -- my thanks for having shown such splendid cooperation in keeping your compartments clean and orderly.

To Captain Thompson our sincere appreciation, Sir, for the courtesy and cooperation given us by a fine crew. To Major O'Conner many thanks for the sincere cooperation of yourself and your Army Transportation staff. We will remember, with great pleasure, our homecoming on the USS LeJeune.

As we approach our native land, with its freedom of enterprise, religion and education, let us reflect a moment on the misery and suffering we left behind, and thank our God that we have an America. Let us not forget those who are not coming back - those who will not see the Statue of Liberty - who will never again see the sunrise in the east or the sun set golden in the West - (cont on page 4)

THE MAJOR AND THE CALVADOS

From one of our many friends already in the states comes this sad, but eventful story of a redeployed, unemployed Major who was fortunate enough to arrive home with eight bottles of prewar Calvados. When he unpacked his bag, he took considerable pains to keep the French postcards hidden, but pointed proudly to his cache of liquer. At this point, Mrs. Major, a recently discharged veteran of the WAQUES, the well known auxiliary-to-relieve-the-suffering-of-our-boys-above-the-rank-of-Captain, put down one of her tiny yams and, in her well-modulated bellow developed on the training fields of Fort Oglethorpe, sounded off thus, "Either that pizen goes or 'gacs"! So the unfortunate Major carried the eight bottles into the kitchen preparatory to pouring them down the sink.....

Whistling the Dirge from Der Krieg Ist Aus, O Weh, O Weh, he procured an eight-ounce glass, a corkscrew, and a wastebasket, stood by the sink in the ready position, and began his task.

He took the corkscrew in one hand and opened the first bottle, poured a drink, drank the drink, poured the contents of the bottle in the sink, threw the cork in the wastebasket and set the bottle on the table beside him.

He took the second bottle, looked unhappy, popped the cork with the corkscrew, poured another drink, drank the drink, poured the remainder of the bottle in the sink, threw the cork in the basket, and set the bottle on his head.

He shook the third bottle, unscrewed the wastebasket, poured a drink, drank the contents of the bottle, poured the drink down the sink, threw the cork on the floor, and glassed the corkscrew into the bottle.

Then he knocked the top off the fourth bottle, munched the glass thoughtfully, poured the wastebasket a drink, drank the contents of the sink, poured the bottle in his left ear, and kicked his wife's Pekinese down the corkscrew.

Taking the wastebasket in his hand, he captured the next bottle on its fourteenth trip around the room, poured the wastebasket down the sink, drank the bottle, unscrewed his left knee, and threw the Peke over his newighbors house.

Grasping the sixth bottle firmly between his incisors, he poured himself the glass, poured the contents of the

sink into his right shoe, threw the neighbor's house into the wastebasket, drank the cork and scratched his Corsix de Guerre with his left ear.

Pulling the seventh bottle toward him, he uncorked the sink, poured the sink a drink, gulped down the wastebasket, threw the glass into the cork, gave the bottle to the Peke to shove into his wife's sewing basket.

Crowned in his oak leaf clusters, he opened the last bottle, poured his wife down the sink, chewed up the neighbor's house, bored holes in his head with the corkscrew, and rode his pet centipede down to the Draft Board to realist to get some more alvados.

"hich brings us to the fact that miners shouldn't drink!"

DAILY DATA

AT 1200 4 MAY 1946

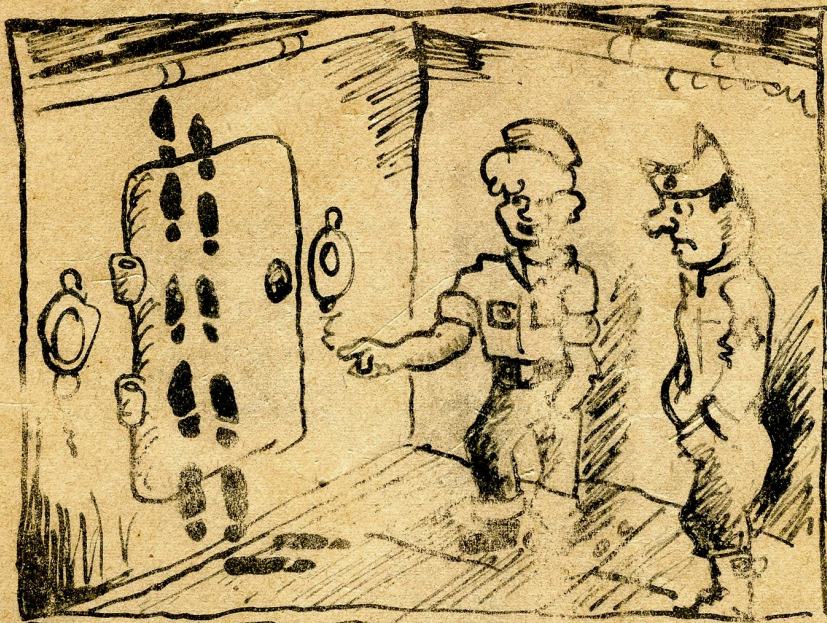
LAT. 39 48" N
LON. 61 19" W

Distance from LeHavre
2849 Miles
Distance to New York
580 Miles
Distance past 24 hrs.
424 Miles
Average Speed 17.6 Kts.

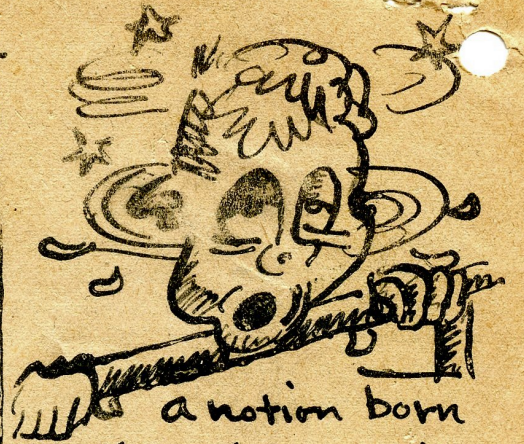
FLASH

OFFICIAL REPORT

The USS LeJeune will arrive at Ambrose Light at 0500 Monday, May 6th. We will arrive and dock at Pier 51 at 0800 and debarkation of troops will begin immediately thereafter. There will be an early revielle Monday, about 0400.



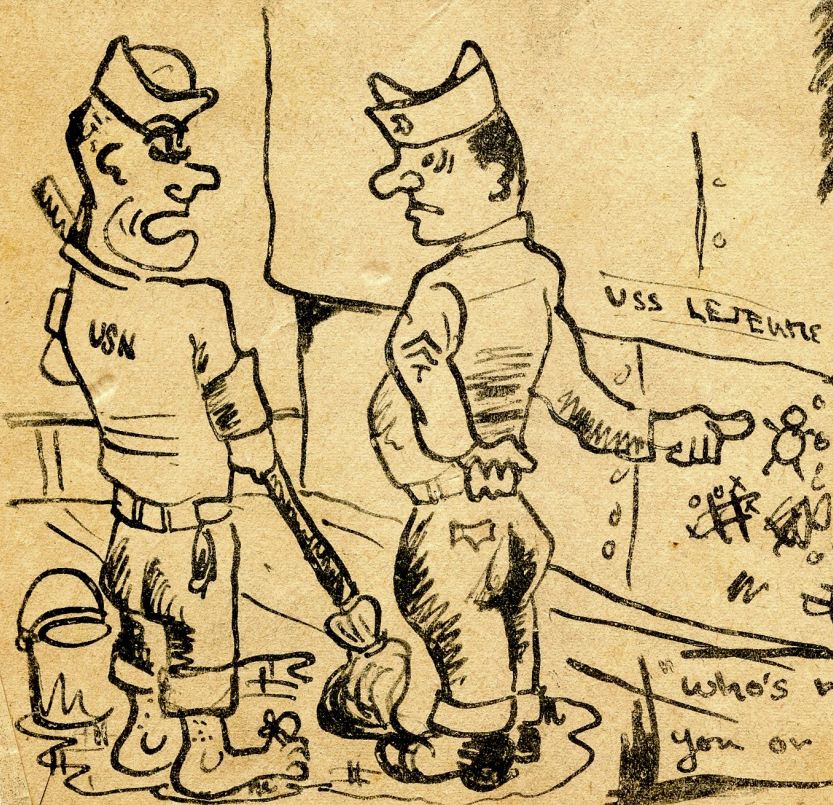
Oh that! — That happens when the Le Jeune rolls a bit!



a notion born of motion on the OCEAN!!!



HAPPY Birthday!
you're on K.P.



Who's runnin' this ship anyhow?
you or me?"

W. Bill