



# ONE WAKE

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# MEET THE EDITORS

**CREATIVE DIRECTOR:**  
MCSN KEMBLE

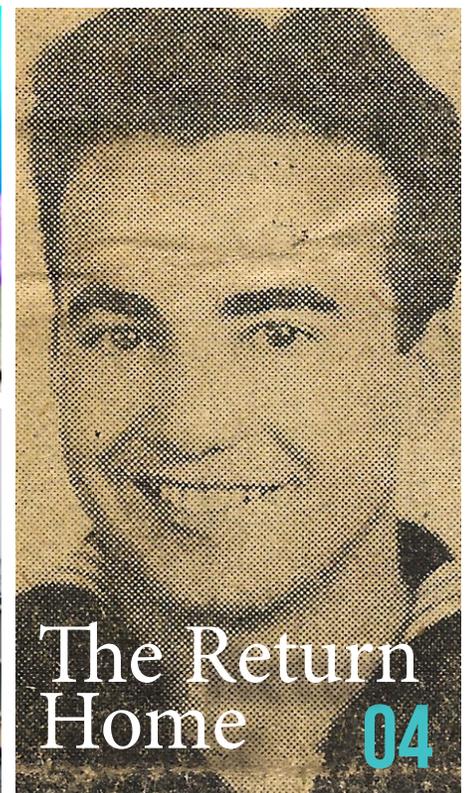
**PRODUCTION TEAM:**  
MC1 BLOSCH  
MC2 MILLIGAN  
MC2 MOSER  
MC2 SPEER

**PAO:**  
MCC MOORE

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# What's Buzzin'?

What Spongebob character do you relate to the most?

GARY CAUSE HE'S JUST CHILLIN.



PLANKTON. HE'S A TINY GUY BUT STILL BELIEVES HE CAN TAKE OVER THE WORLD.



PATRICK CAUSE HE'S SILLY.

## Rate of the Month Master-at-Arms

Master-at-arms was one of the first rates in the U.S. Navy. Established in 1797, MAs would guard and look after weapons onboard naval vessels. The title was removed in 1921, and it wasn't until 1971 that the MA rating returned as the Navy's version of military police. The MAs provide security and law enforcement on Naval ships, bases and other military installations. They are also responsible for the training of other Sailors in security and shore patrol duties. MAs operate brigs aboard ships; also handle and train military working dogs to seek out narcotics and explosives. MAs carry out preliminary investigations into Uniform Code Military Justice violations. They are critical to the well-being of the crew and our naval assets.

# THE RETURN HOME

By MC2 Amber Speer

USS Wasp (CV 7) traveled through the Coral Sea on Sept. 15, 1942, alongside four other ships. The Battle of Guadalcanal was intensifying, and Wasp was on its way to provide backup.

Just ahead of the ship formation, Japanese submarine I-19 lay waiting, its torpedo tubes ready to fire six shots.

“Three torpedoes...three points forward of the starboard beam!” called a lookout.

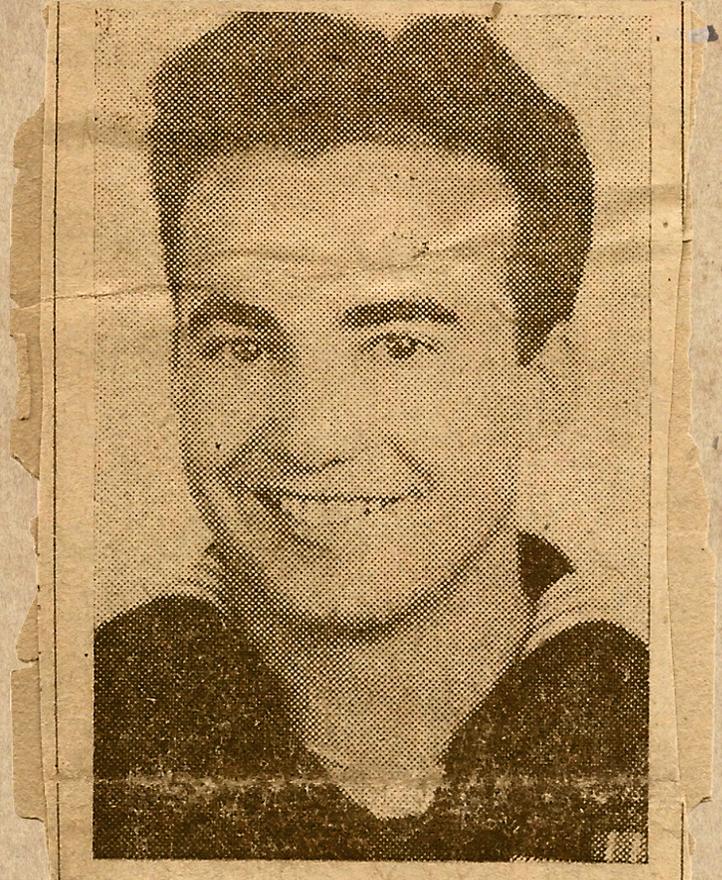
Wasp couldn't turn fast enough. At the front of the formation, the ship took the brunt of the attack. In rapid succession, two torpedoes hit Wasp, with the third following close behind. Fuel tanks and magazines were struck, and flames quickly rose up from the metal hull of the vessel.

For 35 minutes, the crew of CV 7 fought valiantly, but the ship was already lost to the fire, and Capt. Forrest Sherman, commanding officer, called abandon ship. The fire would continue to rage for five hours, lighting the sky like a beacon, until USS Lansdowne (DD 486) delivered the coup de grace and sank Wasp.

Floating in life rafts, Sailors watched the ship they had worked and served on for nearly three years burn until he was eventually rescued. Among the survivors was Aviation Ordnanceman 1st Class Anthony “Tony” Di Petta. The legacy of Wasp would carry on through two battle stars, the namesake of CVS 18 and the near-2,000 Sailors who survived.

With a war consuming the world, honoring Wasp meant manning the watch and continuing the fight.

Di Petta returned home to New Jersey where he took an allotted 30 days of survivor's leave. From there, he continued his Navy career and attended the naval gunnery school in San Diego. Now a rated aviation ordnanceman, Di Petta left the states for



his next assignment: a turret gunner on the TBM-1C Avenger in the Torpedo Squadron (VT) 20 attached to USS Enterprise (CV 6).

Nearly two-years to date after surviving the sinking of Wasp, Di Petta and his crew took off from Enterprise, Sept. 10, 1944. Prepping for an invasion of Peleliu, their Avenger faced persistent anti-aircraft fire, and the last thing anyone saw was the plane viciously spiraling toward the ocean.

For nearly three years after, the American Graves Registration Service searched for the remains of the crew. No evidence of the crash was found, and the service members on the aircraft were officially declared deceased.

With modern day technology, the quest to find

## Anthony Di Petta

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states: “Other pilots in the flight observed your son’s plane spinning violently and then crash into the water near Malakal Island. No parachutes were seen to leave the

The letter continued: “In view of the strong probability that your son lost his life when the plane in which he was flying crashed into the water at a steep angle and burst into flames, and because the crash was clearly observed and none of the occupants of the plane

forced to the conclusion that he is deceased.”

A graduate of Nutley High school, Di Petta was employed for a short time at Blair’s Nursery in Nutley before entering service. In addition to his parents, he is survived by a sister, Christie, and a brother, Peter. Di Petta last...

Americans missing in action (MIA) has helped bring home dozens of personnel who have gone missing since World War II.

Through the use of scuba divers and the expanse resources of the internet, Project Recover is among several organizations making a difference in finding missing service members. Recovery teams of forensic anthropologists, linguists, forensic photographers, explosive ordnance disposal technicians, and more make up the Defense POW/MIA Accounting Agency (DPAA), whose mission is to provide full accounting for as many missing personnel as possible. The organizations often work together to accomplish their goal.

"It is our duty to try and bring them home," said Colin Colbourn, a lead historian at Project Recover.

In 2003, Project Recover began the search for Di Petta and his Avenger.

In 2004, the first few pieces of aircraft were recovered. Colbourn the process to recover someone can be long and tedious. Historians dive into archives. Teams obtain oral history from host-nation military

and government officials.

Investigators follow leads on potential witnesses, conduct on-site reconnaissance, and survey

terrain for logistics concerns.

Once an adequate amount of information is gathered to correlate a particular site to the missing service member, recovery teams step in and begin looking. Excavations can take months to complete, and sometimes, they can end in disappointment if nothing is found and they must return to the drawing board.

When more evidence of the Avenger's remains were found in 2019, researchers knew they were in the right place. A few short years later, Di Petta was identified through use of dental and mitochondrial DNA analysis.

After nearly 80 years classified as MIA, Di Petta was officially accounted for on Jan. 3, 2023. His family was finally able to lay him to rest, July 11, 2023.

Colbourn said one of the most rewarding experiences of a successful mission is seeing the families gain closure.

"You make that discovery, and you know all that work will lead to a family that's been reunited," Colbourn said. "It's an amazing feeling."

Beyond immediate family, Colbourn said he feels pride when service members come to him and tell him they respect and appreciate the mission Project Recover is committed to. Sailors are sworn to honor those that have gone before them, and the effect of a service member's actions 80 years ago still makes a difference in the military today.

"I want to know... what was his story?" said Chief Aviation Ordnanceman Nikolaus Batres, weapons leading petty officer aboard. "Those Sailors accomplished what we set out to defend. You want to honor them because not only is it the right thing to do, it's something that is human. That's your family; that's your home."

There is pride to be found in following in the footsteps of someone who had the courage to man the watch and begin the fight. While organizations such as Project Recover are imperative in the efforts to find and remember lost service members, those that wear uniforms today are just as vital in honoring their memories.

## ANTHONY DI PETTA IS BELIEVED DEAD

First Reported Missing, Nutley  
Aviator Lost in Pacific  
Plane Crash

Mr. and Mrs. Sisto Di Petta of 9 Columbia avenue, who were informed the latter part of September by the Navy Department that their son, Av.O. 1/c Anthony Di Petta, was missing in action, have received a letter from his commanding officer, Lieut. Comdr. S. L. Prickett, USN, telling that that he was lost in an airplane crash at sea. The letter follows:

"It was with considerable regret that I had to wire the Bureau of Naval Personnel that your son, Anthony, was missing as a result of an airplane crash at sea.

"Your son was in a plane piloted by Lieut. 'J'. R. Manown and took off for Malakal Island in the Palau group. The plane was in excellent shape. Just short of the target the plane went into a steep dive, entered the water and burst into flames.

"We have listed your son as missing because no trace has been found of the plane or any of the crew. However, it is only fair to you to let you know what we think so that you will not maintain any heart breaking hopes for his survival. Because of the facts of the crash as we know them we hold out no hopes for his survival.

"Your son was one of the first of the crew to report to this squadron. Since that time he has

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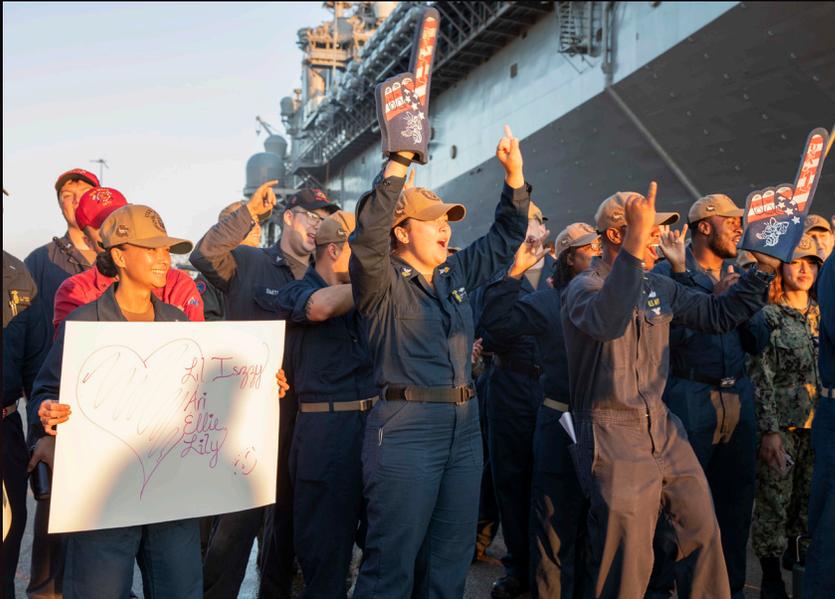
## Anthony DiPetta

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conducted himself in a manner to reflect pride on his family and on the Naval Service, whose traditions he maintained to the highest degree. Your son is badly missed by both the officers and men of this squadron."

Young Di Petta who had served five years in the Navy was attached to a Torpedo Squadron of the Air Force when he was lost in action. In September 1942 he was on the aircraft carrier Wasp when it was torpedoed and spent six hours in a life boat in the Coral Sea before being picked up.

Born in Italy he came to Nutley with his parents when he was three years old.





# ON THE DECKPLATES



*honor*

# TRADITION

*excellence*

## *Scuttlebutt*

Originating in North America in the 19th century, “scuttle” refers to a container with a handle and a lid, and “butt” is a barrel or cask: a liquid unit of measurement equal to 126 gallons. Sailors were known to go to the “scuttlebutt” for gossip while they gathered for a drink of water.

Today, the Navy still uses the term to reference drinking fountains on the decks of ships.

## *Burial at Sea*

For as long as people have sailed, they have also been buried at sea. Usually with a religious ceremony, the body would be covered with a weighted shroud and sent over the side. This was often done out of necessity during long bouts of sailing.

In recent years, burials at sea are performed under the wishes of the deceased. The crew assembles in the uniform of the day to witness the ceremony and pay respect to the deceased.

# Christening Bell

The bell, a standard piece of equipment on Navy vessels, is used to send messages to Sailors across the ship. But, dating centuries back, the Royal Navy began another tradition for it.

Babies born at sea, or simply to Navy families, can be baptized by the chaplain or commanding officer in the bell. The babies name is then carved into the inside of the bell, giving the child well-wishes of life and good luck.

To this day, it is still common practice to see Sailors bring their babies to be baptized on their ship. USS Wasp has baptized 28 babies in its bell.

# Tattoos

The word tattoo originates from the Polynesian word tatau. For ages, people of all cultures have given themselves tattoos, beginning with the use of a needle, a rock and ink. As Sailors travelled the world they created new meanings to the markings on their skin.

Braided rope around one's wrist signified a Sailor is or was a deck seaman. A Chinese dragon meant service with the Asiatic Fleet. The nautical star was a reminder that a Sailor will always find their way back home.

While some meanings have changed, Sailors today still use tattoos to tell the story of their sea service.

# Goats

Livestock was once kept onboard Navy vessels as a source of fresh meat and milk for the crew. Goats were among these, and were proven to be the only animal that could handle ship conditions for long periods of time. Since livestock pens were kept in the chief's quarters, it was their responsibility to take care of them.

Eventually, the presence of goats became more about boosting morale than just retrieving milk, and in 1893, USS New York (armored cruiser 2) had the first goat mascot, El Cid.

Despite goats no longer residing on ships, the "goat locker" is a term still used today to refer to the Chief's Mess.

# APPRENTICE ADVANCEMENT CHANGES (E-1 TO E-4)

As of **July 1, 2024**, E-1 to E-4 advancements will be based on time-in-service...

## REQUIRED TIME-IN-SERVICE:

E-1 to E-2: 9 months TIS

E-2 to E-3: 18 months TIS

E-3 to E-4: 30 months TIS

-There will be no **Spring 2024** advancement cycle for E-3 to E-4.

-**PMK-EE** for E-4 is not required.

-Advancement is automatically affected in **NSIPS**.

-Outstanding E-3s can still be **mapped** to E-4.

-Policy does not impact the advancement of **nuclear, advanced technical, and electronic field**.

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