

From the Starboard Delta:

"3/16"ⁱ

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"No guts, no air medals!"

The title is not part of the size of a naval officer's cover or an incomplete hat size. Rather, this is an article about three of the first sixteen designated naval aviators.

A century ago, training of naval officers and sailors began as the first aircraft went to sea and seaplanes were developed. This is the story of three pioneer naval aviators, men who earned their wings of gold and who made important contributions to their profession.

- ☼ Each had one or more warships named in his memory.
- ☼ Each died on active duty.
- ☼ Each had substantial experience in surface ships before flight school.
- ☼ Each attended flight school six or more years after going to sea.
- ☼ All three served on active duty during World War I.
- ☼ One served during the Spanish American War.
- ☼ Only one survived to serve during World War II.
- ☼ None flew in combat in World War I or World War II.
- ☼ None became flag officers.
- ☼ Two earned the Navy Cross and the third received a Gold Life Saving Medal.
- ☼ Only one ever commanded an aircraft carrier and he commanded two CVs.
- ☼ Two commanded submarines before going to flight school.
- ☼ All were born on the East Coast but each was born in a different original states.
- ☼ All were graduated from the United States Naval Academy.
- ☼ All three were convicted by General Courts Martial before going to flight school.

Part I

Leaving Station and Sleeping on Watch – Mustin

The senior of the triumvirate was Henry C. Mustin. He was born in Philadelphia, Pennsylvania on 6 February 1874 and was graduated from the U.S. Naval Academy in 1896. As a passed midshipman, Mustin spent the two years at sea then required before he was commissioned as an ensign in 1898. For the next 15 years, until reporting for aviation duty, Mustin served in surface ships.

The first year and a half after receiving his commission, Mustin served in six different vessels. In December 1899, he assumed command of USS SAMARⁱⁱ (PG 41)ⁱⁱⁱ, a gun boat on the Asiatic station. While commanding SAMAR, during the capture of Vigan, Philippines, Mustin won a commendation for towing the boats of USS OREGON (BB 3)^{iv} to shore covering the landing.



**USS SAMAR circa 1899 in the Philippines.
Note the wear on the hull.**

After a night of carousing on the Asiatic Station, in May 1900, Mustin was court-martialed on board USS BROOKLYN (CA 3)^v for leaving his station and sleeping on watch; the punishment was the loss of five numbers in grade. The court-martial recommended clemency and he eventually received a full and unconditional presidential pardon. President Theodore Roosevelt reportedly was pleased when he learned that Mustin had punched a British sailor for insulting the U.S. Navy.

More than a decade later, Mustin made his first flight at the Philadelphia Navy Yard. In January 1911, he aided Holden Richardson in an experiment with a glider, which Richardson designed and built. Lieutenant Mustin soloed on 13 March 1913 and initially was designated Navy Air Pilot No. 3 on 6 January 1914. He received the designation as Naval Aviator No. 11 when Secretary of the Navy Daniels initiated Naval Aviator status in 1915.



The detachment of Naval officers who established the Aeronautic Station (Mustin is fourth from right)

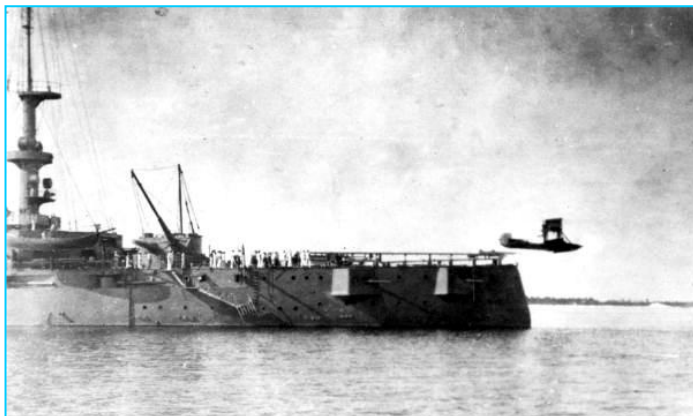
In 1913, Pensacola was chosen over Annapolis as the site of a training facility, as the warmer weather would be better for year-round flying. On 31 December 1913, Mustin reported as executive officer of USS MISSISSIPPI (BB 23) which was being sent to Pensacola Bay where he assumed command of the Naval Aeronautic Station on the site of the abandoned Navy Yard at Warrington. The detachment from Annapolis, under Lieutenant John H. Towers, U.S. Navy, as officer-in-charge consisting of eight other officers and about two dozen enlisted men, arrived at Pensacola on 20 January 1914 on board MISSISSIPPI and USS ORION (AC 11) to set up a flying school which became operational the next month.



**Naval aircraft
over Veracruz
in 1914**

Following the Tampico Affair on 9 April 1914, the United States sent a squadron to Veracruz. After first sending three planes aboard USS BIRMINGHAM (CL 2), Mustin then led a second aviation detachment, along with 500 Marines, aboard MISSISSIPPI. They arrived at Veracruz on the evening of 24 April. The occupation of Veracruz marked the first use of operational use of naval aircraft. MISSISSIPPI departed for Pensacola on 12 June to repair the aircraft, which had seen continued use without maintenance. In July, Mustin took MISSISSIPPI to Norfolk to be sold to Greece.

He was named commandant of the Naval Aeronautic Station in April 1915. With \$1 million in funding for the year, the station conducted antisubmarine patrols, worked on the development of a new bombsight and a gyroscopic sextant, and saw the arrival of ten new students in July. A new station ship, USS NORTH CAROLINA (CA 12), arrived in Pensacola on 9 September. On 5 November, Mustin launched himself from the vessel via catapult in a Curtiss AB-2 flying boat.



Mustin makes the first catapult launch on 5 November 1915.

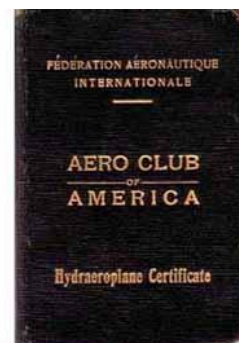
Mustin and Lieutenant Kenneth Whiting, of whom more anon, worked together on the design of seaplanes and filed a patent application on 17 October 1916 for hydroaeroplanes. Mustin was an outspoken proponent of naval aviation, despite conclusions by officials that "aeronautics does not offer a prospect of becoming the principal means of exercising

compelling force against the enemy." He lobbied to halt funding of dirigible projects and focus on high-speed fighters.

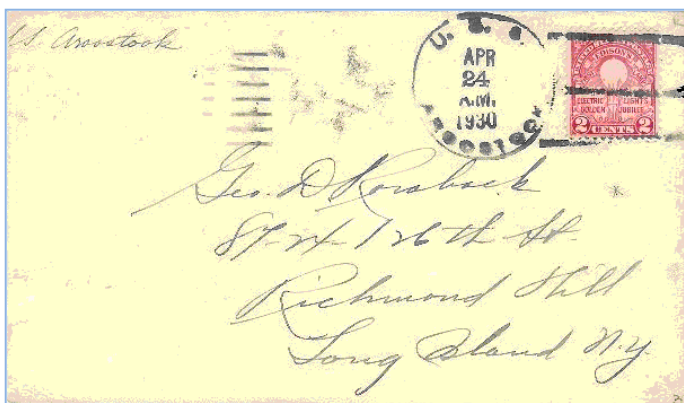
In early 1917, Mustin was passed over for promotion to Commander. His preserved papers include correspondence from Captain Mark L. Bristol in the Office of Naval Operations concerning the operations conducted at Pensacola from 1914 through 1916 as well as Mustin's responses to the poor fitness report written by Captain Bristol. Perhaps the bases for Mustin's poor fitness reports included accusations that his "wrong flying instruction methods" had caused the deaths of Aviators Richard C. Saufley and James V. Rockwell. He was detached from Pensacola on 31 January 1917 and, as then customary, his Naval Aviator designation was revoked simultaneously. While he returned to sea duty, Mustin ultimately was promoted and restored to aviation command.

On 15 January 1918, Mustin, then executive officer of USS NORTH DAKOTA (BB 29) saved the life of a sailor who was washed overboard, earning the Gold Life Saving Medal. This effort took a heavy toll on his health, and he never recovered fully. Mustin began development of a "sea sled" carrier, conducting tests from November 1918 to March 1919, but the armistice ended this experiment.

In December 1919, Commander Mustin assumed command of USS AROOSTOOK (Id. No. 1256 subsequently CM 3) with additional duty commanding Fleet Air Detachment, Pacific Fleet. Mustin led a flight of a dozen airplanes on a record breaking 3,019 mile flight from San Diego to Balboa, Panama. Mustin was ordered to the Navy Department as Assistant Chief of the Bureau of Aeronautics in late October 1921. He reported on 6 November and was promoted to Captain on 1 January 1922. Captain Mustin was admitted to the Naval Hospital, Washington in January 1923 suffering from chest pain. After a protracted illness, he died on 23 August 1923 at Newport.



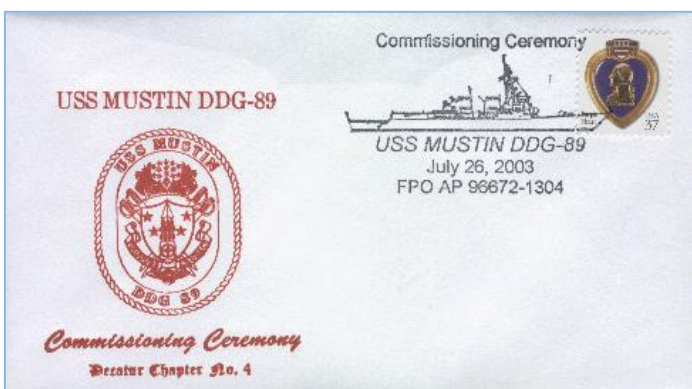
**Mustin's
Hydraeroplane
certificate.**



Commander Mustin assumed command of USS AROOSTOOK in December 1919.



Registered letter from USS MUSTIN (DD 413) to Receiving Station, Boston. Source-Naval Cover Museum.



USS MUSTIN (DDG 89) is the most recent ship named for Captain Mustin. Commissioning cachet by Decatur Chapter No. 4 with Type F commissioning cancel.

Part II

Conduct Unbecoming an Officer and a Gentleman and Conduct to the Prejudice of Good Order and Discipline – Saint Patrick's Day Steaming in the Philippines – Ellyson and Whiting

The other two men were graduated from the U. S. Naval Academy in 1905. At least three ensigns in that class were convicted by General Courts Martial on the Asiatic station during the first decade of the twentieth century; all had warships named in their memory^{vi}.

Ensign Theodore G. Ellyson, U. S. Navy and Ensign Kenneth Whiting, U.S. Navy were tried before a general court-martial convened on board USS CLEVELAND (CL

21) at Cavite, P. I. on 5 August 1908, by order of the commander in chief, U. S. Naval Force in Philippine waters, and found guilty of the following offenses:

CHARGE I: Conduct unbecoming an officer and a gentleman.

Specification, in substance as follows: On midnight of 17 March 1908, they went on board the Naval Ferry MINDORO at Manila, P. I., in an intoxicated condition, and vomited over the chairs and benches of said ferry, and furthermore, at 6 a.m., 18 March 1908, still showed the effects of having been under the influence of intoxicating liquor.

CHARGE II: Conduct to the prejudice of good order and discipline (the substance of the specification being the same as that under charge I).

SENTENCE.

"To lose five numbers in his grade and to be publicly reprimanded by the commander in chief, U. S. Naval Force in Philippine waters."

The proceedings and findings of the general court-martial were approved by the commander in chief. Subsequently, the Secretary of the Navy, V. H. Metcalf^{vii}, approved the findings and sentences writing:

"Because of the former excellent reputation of the accused, [...] and considering [their]... comparative youth, as well as the recommendation to clemency made by a majority of the court, and specially because the accused might otherwise receive no punishment for grave offenses of which [they were] ... clearly guilty, the sentence approved, although it is not deemed adequate to the offense.

It is deplorable that ... young officer[s] of promise should thus thoughtlessly, or through uncontrolled appetite, bring disgrace upon [themselves] ... and upon the naval service. Yet it is believed that the sinful results of this overindulgence which has just put a stain upon [their] ... good name[s] will cause [them] ... to more seriously consider [their] ... duties to [themselves] ..., to [their] ... famil[ies], and to [their] ... professional brothers, and, in so doing, [they] ... will avoid undue indulgence of any sort which may detract from good character and honorable position. The promulgation of the sentence with these remarks is considered a sufficient compliance with so much of the sentence as relates to public reprimand."

Ellyson and Whiting were released from arrest and restored to duty.

Kenneth Whiting

Kenneth Whiting was born at Stockbridge, Massachusetts on 22 July 1881. He was appointed Naval Cadet from New York and was commissioned Ensign on 25 February 1908 after attending the Naval Academy and serving the required sea duty in USS WEST VIRGINIA (ACR 5). Whiting then became qualified in submarines, subsequently commanding SHARK (SS 8, later renamed A 7), PORPOISE (SS 7, later renamed A 6), TARPON (SS 14, later renamed C 3), SEAL (SS 19 ½ later renamed G 1). In

1909, he escaped from a submarine via the torpedo tube as a drill. In 1914, his interest turned to aviation. After learning to fly under Orville Wright, he was designated Naval Aviator 16. He commanded seaplanes embarked in USS WASHINGTON (ACR 11)^{viii} in 1916. After the declaration of war by the United States, Whiting sailed to France in USS NEPTUNE (AC 8). He assumed command of the first naval aviation unit in France following America's entry into World War I. LCDR Whiting was then assigned to command Naval Air Stations 14 and 15 at Killingholme, England. For this service, he was awarded the Navy Cross "for exceptionally meritorious service in a duty of great responsibility."^{ix} After the war, he was instrumental in the conversion of collier JUPITER into the Navy's first aircraft carrier USS LANGLEY (CV 1). He continued leadership roles in naval aviation, as the commissioning Executive Officer of the first two carriers placed in service, LANGLEY and USS SARATOGA (CV 3)^x, having the first "cat shot" off a carrier – from LANGLEY on 18 October 1922. He was instrumental in construction of LANGLEY, USS SARATOGA (CV 3), USS RANGER (CV 4), USS YORKTOWN (CV 5), and USS ENTERPRISE (CV 6), five of the first six carriers. He commanded LANGLEY in 1933 and SARATOGA in 1934-35, relieving William F. Halsey, Jr., and various air squadrons prior to his retirement as Captain on 30 June 1940. He was then retained on active duty as General Inspector of Naval Aircraft, Eastern Division until 1943. Captain Whiting was assigned command of the Naval Air Station, New York, Floyd Bennett Field, on 19 February; and held this post until his death on 24 April 1943 as a result of a heart attack at age 61. His body buried in the deepest part of Long Island Sound^{xi}.



Commander Kenneth Whiting, Executive Officer SARATOGA, in service dress blues with gray gloves.



Cover with USS KENNETH WHITING (AV 14) photo cachet with Locy Type P "ATOMIC BOMB TEST" /BIKINI ATOLL (USN, FPO) cancel (From navalcovermuseum.org)



Kenneth Whiting training at the Wright Company of Dayton, Ohio, 1914.



From Purdue University E-Archives

Theodore G. Ellyson

Theodore Gordon "Spuds" Ellyson was born on 27 February 1885 and died on 27 February 1928; he was the first United States Navy officer designated as an aviator ("Naval Aviator No. 1"). Ellyson served in the experimental development of aviation in the years before and after World War I. He also spent several years before the war as part of the Navy's new submarine service. A recipient of the Navy Cross for his aviation service in World War I, Ellyson died on his 43rd birthday when his aircraft crashed over the Chesapeake Bay.

Born in Richmond, Virginia, Ellyson entered the U.S. Naval Academy in 1901 and was graduated with the class of 1905. During the five years following his graduation, he served in the U.S. Navy's first battleship, USS TEXAS and USS MISSOURI (BB 11); as Watch and Division Officer in USS PENNSYLVANIA (CA 4) and later USS COLORADO (CA 7), USS WEST VIRGINIA (CA 5), USS RAINBOW (then a distilling ship subsequently converted into a submarine tender AS 7), and SHARK on the Asiatic Station. After his return to the United States in April 1910, he commanded USS TARANTULA (SS 12 subsequently renamed B 3) and then fitted out SEAL at Newport News Shipbuilding and Drydock Company, which he briefly commanded after her commissioning on 2 December 1910.

In December 1910, Ellyson was ordered to North Island, San Diego, California for instruction in aviation under Glenn Curtiss. While there, he aided with Curtiss in the design of a pontoon for aircraft and became the first passenger to go aloft in a floatplane in February 1911, with Curtiss at the controls. Later that month, he participated in experiments demonstrating the potential use of floatplanes from ships, when the aircraft was hoisted onboard USS PENNSYLVANIA and subsequently lowered to the water for its return flight to North Island. From the time Ellyson began instruction in aviation until 29 April 1913, he devoted all of his time to active flying and experimental work in aviation. This included the establishment of Naval Aviation Camps at Annapolis in September 1911 when, with then-Lieutenant John H. Towers, he flew an aircraft from Annapolis to Milford Haven, Virginia, a non-stop distance record for floatplanes.

In 1917, he served at the Naval Academy and with the Midshipmen cruise aboard USS WYOMING (BB 32) and USS KANSAS (BB 21). On 14 February 1918, he was detached for duty at the Submarine Chaser Base, New London, Connecticut and in June arrived in London with a submarine chaser squadron at U.S. Naval Base 27 at Plymouth, England. Commander Ellyson was awarded the Navy Cross for distinguished service in World War I, for his development of successful tactics for the submarine chasers based at Plymouth, England.



**Lieutenant
Theodore G. Ellyson**

Following the Armistice, he remained in Europe, commanding Nucleus Crew 14 (zeppelin) from March to May 1919. Upon his arrival in the United States, he assisted in fitting out the destroyer USS J. FRED TALBOTT (DD 156) and served as her initial Commanding Officer from June 1919 until July 1920. During the next five months, he commanded USS LITTLE (DD 232) and USS BROOKS (DD 89).

On 10 January 1921, he was assigned as Executive Officer, Naval Air Station, Naval Operating Base, Norfolk. The Bureau of Aeronautics was established on 1 September 1921, and on 21 October, Commander Ellyson became Head of the Plans Division. In December 1922, he became Aviation Member of the U.S. Naval Mission to Brazil, cooperating in the reorganization of the Brazilian Navy. He returned to the Bureau of Aeronautics in May 1925.

On 20 July 1925, Ellyson assumed command of Torpedo Squadron 1 and from March to June 1926 was Executive Officer of USS WRIGHT (AZ/AV 1). On 23 June 1926, he was ordered to the pre-commissioning crew of USS LEXINGTON (CV 2). Soon after the commissioning, CDR Ellyson was killed on 27 February 1928 in the crash of an aircraft while on a night flight from Norfolk to Annapolis.

In 1961, Ellyson was designated the recipient of the Gray Eagle Award for the period 1911 to 1928, when he was the senior active Naval Aviator. In 1964, he was enshrined in the National Aviation Hall of Fame in Dayton, Ohio.



John Walker, Spuds Ellyson and Eugene Ely – 29 January 1911. (Ely was killed 9 October 1911) US Naval Historical Center photo.



Lieutenant T. G. Ellyson in the "Grass Cutter". This was the four-cylinder "pusher" used by Glenn Curtiss for primary training of aviators. No dual controls were in the plane so the instructor talked to the student from the ground. (From Jackrabbits to Jets)

Part III

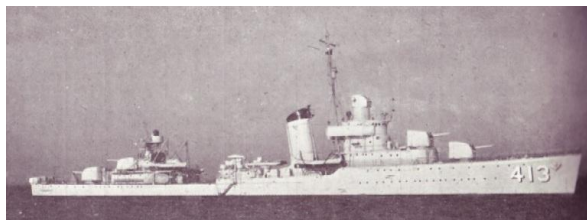
The Ships

Two destroyers have been named for Mustin; Ellyson also had a destroyer named in his memory; Whiting had a seaplane tender named in his honor.

USS MUSTIN (DD 413) and USS MUSTIN (DDG 89)

The first USS MUSTIN (DD 413) was a SIMS-class 1,960-ton pre-World War II destroyer built at Newport News in 1937-1939. She served in the neutrality patrol in the Atlantic and then escorted IDAHO (BB 42) and MISSISSIPPI (BB 41) to the Pacific in January 1942. She searched for Japanese survivors after the Battle of Midway. MUSTIN escorted USS WASP (CV 7) during the first offensive, the invasion of Guadalcanal. In the air battle of Santa Cruz, 26 October, MUSTIN rescued 337

survivors from USS HORNET (CV 8) and destroyed the damaged carrier with a full salvo of torpedoes. She shot down five enemy aircraft during the battle. She remained in the waters around Guadalcanal until returning to Pearl Harbor briefly in April 1943. Then she headed north to the liberation of Attu and Kiska, participating in the "Battle of the Pips" on 25-26 July 1943. On 10 November 1943, she was part of TF 52 for the invasion of Makin in the Gilberts. In late January and February 1944, MUSTIN participated in the invasions of the Marshall Islands. She joined Task Force 58 in the Southwest Pacific in the spring of 1944. In the fall of 1944, MUSTIN was involved in the liberation of the Philippines. Then in January 1945, she supported the landings in the Philippines and in April 1945 she participated in the invasion of Okinawa. MUSTIN left Okinawa on 28 May for the West Coast, arriving on 18 June for a yard overhaul and alterations. The war ended six days before she left San Pedro. After refresher training, MUSTIN sailed for occupation duty in Japan, arriving Ominato, Honshu, on 16 September 1945. Late in the year, she returned to the west coast and sailed back to Hawaii to prepare for operation "Crossroads," the atomic tests at Bikini, in which she was engaged through the summer of 1946. She decommissioned on 29 August 1946 after use as a target; remained at Bikini; and was destroyed by gunfire on 18 April 1948 in the Marshalls. MUSTIN received 13 battle stars for World War II service.



Two views of USS MUSTIN (DD 413). N.B. the differences in the hull and armament between the upper pre-war photo and the lower photograph.



The second USS MUSTIN (DDG 89) is an ARLEIGH BURKE-class guided missile destroyer. Since 2006, she has been homeported in Yokosuka, Japan. She was built by Ingalls Shipbuilding in Pascagoula, MS and commissioned on 26 July 2003 in a twilight ceremony at Coronado, CA. She was the first



ARLEIGH BURKE-class destroyer built with her funnels submerged into the superstructure, an additional stealth measure.

USS ELLYSON (DD 454) (DM 19)

USS ELLYSON (DD 454) was a BENSON-class 1,630-ton destroyer built at Federal Shipbuilding and Dry Dock Company in Kearney, New Jersey. She was commissioned less than two weeks before the attack on Pearl Harbor on 28 November 1941. She became the flagship of Commander, Destroyer Squadron 10 on 15 June 1942 and retained that status through the squadron's redesignation to Mine Division 20 and conversion to high-speed minesweepers. In August 1942, ELLYSON began operations with USS RANGER (CV 4) and in November they participated in the invasion of French Morocco and later escorted RANGER for two voyages ferrying Army aircraft to North Africa. In April 1943, she began preparations to join the Royal Navy's Home Fleet and in May 1943 she escorted SOUTH DAKOTA (BB 57) and ALABAMA (BB 60) to Scapa Flow to counter TIRPITZ. In August 1943, she escorted IOWA (BB 61) during her shakedown cruise. On 3 November, ELLYSON sailed in the scouting line for IOWA which was carrying President Roosevelt to the Teheran Conference. Later, moving into the battleship's screen, ELLYSON touched Bahia, Brazil; Freetown, Sierra Leone; Dakar; and Port Royal, S.C.; before returning to Boston on 19 December. In 1944, ELLYSON briefly rejoined RANGER and returned to North African waters. On 16 May 1944, along with MACOMB (DD 458) and HAMBLETON (DD 455) she sunk U-616 and rescued 30 survivors. ELLYSON participated in the invasion of Normandy, providing fire support to the Army Rangers who attacked Pointe du Hoc. Later in June, she sailed south to participate in the August invasion of southern France.



USS ELLYSON (DD 458) underway in port during WW II

USS ELLYSON returned to Boston in October 1944 for conversion to a high-speed minesweeper and was reclassified as DMS 19 on 15 November 1944. In late March 1945, she began minesweeping off Okinawa and then joined the radar picket line. Nine of the twelve ships that accompanied ELLYSON were damaged in combat. On 6 and 7 April, ELLYSON aided USS EMMONS (DMS 22) until forced to sink the ship due to the threat of a magazine explosion. In July 1945, ELLYSON became flagship for the task group sweeping the East China Sea. Upon the ceasefire, she joined Third Fleet and cleared Tokyo Bay for the incoming occupation units. In September, she returned to

Okinawa, and from her base at Buckner Bay, served as command ship for clearing the Inland Sea. She sailed from Japan 5 December for Norfolk, arriving 9 January 1946. She returned to the East Coast and generally engaged in local training out of Charleston, South Carolina. In May 1954, her designation was changed back to DD 454. In October 1954, she was transferred to Japan under the Mutual Defense Assistance Program and served as ASAKAZE. ELLYSON received seven stars for World War II service.



**Cover for
launching of
USS ELLYSON
cancelled
Kearny N.J.**

USS KENNETH WHITING (AV 14)

The leader of a class of 8,500-ton seaplane tenders, USS KENNETH WHITING (AV 14) was built by Seattle-Tacoma Shipbuilding and commissioned in May 1944. She served exclusively in the Pacific during World War II, supporting PB2Y squadrons making reconnaissance flights. She was deployed initially to the former Japanese seaplane facility at Tanapag Harbor, Saipan, until she sailed for Kossol Passage on 20 November, relieving USS POCOMOKE (AV 9) there three days later. She remained in the Palau Islands until 5 February 1945^{xii}. In early February 1945, KENNETH WHITING arrived at Ulithi. On 11 March, while she was still off Ulithi, two enemy suicide planes attacked the base. One crashed into Sorlen Island; but the second dove into USS RANDOLPH (CV 15). The seaplane tender cleared Ulithi on 2 April; then steamed to Okinawa, arriving on 25 April. Interesting for naval cover collectors, while at Okinawa, KENNETH WHITING operated as a fleet post office and housing center for aircraft survivors. She continued operations out of Okinawa for the rest of the war. During July, her planes flew armed reconnaissance along the coasts of Japan, Korea, and China locating targets for Third Fleet raids. KENNETH WHITING departed Okinawa on 19 September and anchored at Sasebo two days later. The tender was then assigned to China duty, arriving Hong Kong on 14 October. Her VPB squadron commenced patrol courier service, and continued this until late November.

As part of Operation Magic Carpet, she arrived San Francisco on 22 December with 572 Navy officers scheduled for release from active duty. KENNETH WHITING cleared San Diego on 6 May 1946 to support Bikini tests. She returned to the West Coast and was decommissioned on 29 May 1947. KENNETH WHITING was recommissioned at San Diego on 24 October 1951, and sailed on 13 March 1952. She operated out of Japan until returning to the West Coast in the fall but returned to Japan before the end of hostilities in Korea in 1953. She made regular Western

Pacific deployments to the Seventh Fleet, including operations near Formosa. KENNETH WHITING was decommissioned at Puget Sound on 30 September 1958, stuck in 1961, and sold for scrap in early 1962. She received two battle stars for World War II.



USS KENNETH WHITING (AV-14) at anchor, and location unknown. Note she has a PB2Y "Coronado" on her after deck. US Navy photo from the collections of the US Naval History and Heritage Command. Navsource.org

Part IV

CONCLUSION

From its first hours, naval aviation has always attracted wild and adventurous young men. Unlike the current intolerance of human shortcomings, earlier leaders understood that young officers were capable of correction and improvement. Second chances were the norm not the exception. Mustin, Ellyson, and Whiting demonstrated that despite "youthful indiscretions" they could provide mature and sober leadership that was essential to the development of naval aviation. While their audacious behavior did not result in combat valor, they suffered no shortcoming of heroism. Their examples include: Mustin's heroic rescue of a shipmate, Ellyson's daring flights, and Whiting's escape via an 18-inch torpedo tube, his underappreciated leadership of naval aviation units in Europe during World War I, and crucial contributions to the creation of systems which remain essential to flight deck operations. Sometimes the boys will blow off steam and leaders, not managers, are wise enough to know to turn a blind eye to enthusiastic celebration. The timid don't want to trap on a dark, moonless night or go downtown when the shooting starts.

**Captain Lawrence B. Brennan,
U.S. Navy (Ret.)
(USCS L-6221)**



From the Starboard Delta: "3/16" Footnotes

¹ I am indebted to Captain Joseph C. Sweeney, USNR (Ret.) and Captain Bernard E. DeLury, Jr., USN (Ret.) for the counsel and advice about research in early General Courts Martial orders that led to my discovery of the Secretary of the Navy's actions on the Whiting and Ellyson convictions. There appear to be no references to those convictions in other sources although the Mustin conviction is well reported. It was fortuitous that I located these two reported cases in the original sources while searching for other courts martial actions.

ⁱⁱ USS SAMAR was a prize ship. She was a United States Navy gunboat initially built for the Spanish Navy but was captured during the Spanish-American War. SAMAR was launched in November 1887 by the Manila Ship Co., Canacao, Philippine Islands. She was captured on 9 November 1898 at Zamboanga by US Army personnel, brought to Manila between 13–20 April 1899 and commissioned there on 26 May 1899, under the command of Ensign George C. Day. Following local operations out of Manila that summer, SAMAR patrolled off Negros and Panay, assisting Army operations ashore. In November, the gunboat helped escort an Army Expeditionary Brigade under Brigadier General Lloyd Wheaton to San Fabian in Lingayan Gulf, then firing on insurgent entrenchments on the landing beaches. The gunboat served out of Vigan in northwestern Luzon into the new year, cruising on patrols, carrying detachments of troops and maintaining communications in the region. On 24 April 1900, the gunboat carried Brigadier General Young on an inspection tour from San Fernando to Vigan. In May, SAMAR carried pay and supplies to Bojeador lighthouse and, in June, carried a detachment of the 33d Infantry from Aparri to Kandon. Returning to Aparri, the crew spent a few days scaling the boiler and overhauling the engines before conducting a survey of the Kagayen River with USS BENNINGTON (PG 4) 20–21 June. Following a short overhaul at the Cavite Naval Station, the gunboat sailed south to Zamboanga in southwestern Mindanao, where she patrolled from Cebu in the north to the Jolo island group in the south into 1901. Admiral John A. Schofield, then an Ensign commanding SAMAR, later wrote the gunboat captured a banca in a cove off Paragua and rescued two “fair young maidens” who had been kidnapped by bandits from the town of Puerto Princessa. At the start of the rainy season that summer, the gunboat proceeded to Cavite, Luzon, for boiler repairs and was decommissioned on 23 September 1901.

ⁱⁱⁱ The alphanumeric hull designations established in the 1920 system are provided as a convenient way to identify ships, particularly since many names were changed and reused during the great pre-World War I expansion of the U.S. Navy.

^{iv} On 26 May, OREGON proceeded to the Navy Base at Key West, joined Admiral William T. Sampson's fleet two days later, and on 1 June arrived off Santiago, Cuba to shell military installations and to help in the destruction of Admiral Cervera's fleet on 3 July. Oregon's dogged determination to fight acquired for her the nickname “McKinley's Bulldog”. OREGON then went to the New York Navy Yard for a refit, and returned to the Asiatic Squadron in October 1898. She arrived at Manila on 18 March 1899, and remained in the area until the following February. In cooperating with the Army, the battleship performed blockade duty in Manila Bay and off Lingayen Gulf, served as a station ship, and aided in the capture of Vigan.

^v USS BROOKLYN returned to the east coast in July 1897 and cruised in Atlantic Ocean and the West Indies until becoming flagship of the Flying Squadron under Commodore W. S. Schley on 28 March 1898. During the Spanish-American War, the Flying Squadron arrived at Cienfuegos, Cuba on 21 May and established the blockade of that port. On 26 May, the Squadron arrived at Santiago de Cuba, where the Spanish Fleet was being held behind the protection of the forts. BROOKLYN was a key vessel in the Battle of Santiago de Cuba on 3 July, in which the Spanish Fleet was destroyed. Although she was struck 20 times by whole shot, BROOKLYN suffered only one man wounded (Fireman J. Bevins) and one man killed (Chief Yeoman George

H. Ellis). BROOKLYN returned to Tompkinsville, Staten Island, New York on 20 August; cruised along the Atlantic coast and in Caribbean waters; participated in the Spanish-American War Victory Celebration at New York on 5 October; and in the Dewey Celebration at New York in September 1899. She left Hampton Roads on 16 October and sailed via the Suez Canal to Manila, Philippine Islands, where she arrived on 16 December. She became flagship of the Asiatic Squadron and participated in the China Relief Expedition (8 July–11 October 1900. She made a cruise to the Dutch East Indies, Australia and New Zealand from 10 April to 7 August 1901; the last stage was to Melbourne, Auckland, Wellington, and Sydney. She remained with the Asiatic Squadron until 1 March 1902, when she sailed for home via the Suez Canal and arrived at New York Navy Yard on 1 May.

^{vi} Ensign Chester W. Nimitz, United States Navy was convicted by General Court Martial as the result of the stranding of USS DECATUR which he commanded. This will be the subject of an article to be co-authored with Glenn Smith.

^{vii} General Courts-Martial Orders No. 23 and 24, Navy Department, Washington, 19 October 1908.

^{viii} She was renamed USS SEATTLE in December 1916.

^{ix} An illuminating account of Whiting's singular contributions to the employment of naval aviation units in Europe, and particularly his decision to emphasize bases in France rather than the United Kingdom, appears in *Stalking the U-Boat: U.S. Naval Aviation in Europe during World War I* by Geoffrey L. Rossano. This detailed account of U.S. naval aviation contributions during World War I has been selected as the recipient of the **2011 Roosevelts' Book Prize Award** sponsored by the New York Council, Navy League of the United States, the Franklin and Eleanor Roosevelt Institute, and the Theodore Roosevelt Association.

^x SARATOGA (CV 3) was commissioned just before her sister ship LEXINGTON (CV 2).

^{xi} His younger brother, Francis W. M. Whiting, also was graduated from the U.S. Naval Academy. He became a surface officer, serving in USS DELAWARE (BB 28) as a Lieutenant Junior Grade in 1915, the commissioning Commanding Officer of USS MASSACHUSETTS (BB 59) in 1942. Prior to World War II, Captain Whiting was Commander, Destroyer Division 8, which included USS MUGFORD (DD 389), commanded by Lieutenant Commander Arleigh A. Burke, U.S. Navy. As a flag officer, he was Commander, Cruiser Division 14/Commander, Special Bombardment Group Task Force 58. In August 1945, he took the surrender of Japanese forces on Marcus Island. He was a member of the Court of Inquiry into the loss of USS INDIANOPLIS (CA 35) which resulted in the court martial for her Commanding Officer, Captain Charles McVay, U.S. Navy. After the war, Admiral Whiting served as Commander, Naval Base New York.

^{xii} I assume that she was anchored at the former Japanese seaplane facility near Koror, Palau. The seaplane ramp still is visible and it was the site of the final departure of the Imperial Japanese Navy's Commander in Chief, Admiral Koga who was lost in a seaplane flying to the Philippines. The area is now occupied by the Palau Pacific Resort, where I have stayed a number of times.