

# International Journal of Naval History

Volume 2 Number 3

December 2003

John Fass Morton, *Mustin: A Naval Family of the 20<sup>th</sup> Century*, Naval Institute Press, 2003, ISBN 1-59114-492-2

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On 26 July 2003, The Navy commissioned USS *Mustin* (DDG 89) at San Diego. Designed to serve well into the 21<sup>st</sup> century, this Arleigh Burke-class destroyer was named for four officers and a previous destroyer that served in the 20<sup>th</sup> century. Coinciding with the commissioning, the Naval Institute Press published *Mustin: A Naval Family of the 20<sup>th</sup> Century*.

With publication sponsored by a major defense contractor and a first cousin of two of the subjects selected to write the three generational story, one would expect a celebratory puff piece. However, John Fass Morton, a veteran defense analyst and gifted writer, weaves together a narrative that not only seriously explores the personal struggles and career challenges faced by each of the Mustins, but in a broader sense, follows the United States Navy and its internal and external conflicts as the service rose to its current dominant presence on the world's oceans.

The three primary subjects covered are Henry Croskey Mustin (1874-1923), Lloyd Montague Mustin (1911-1999), and Henry "Hank" Croskey Mustin (1933- ). Morton also dedicated a chapter to Thomas Morton Mustin (1941- ), Hank's younger brother who served with distinction with the fleet and in Vietnam, but since he opted out at the rank of Lieutenant Commander, one can only speculate what might have been. In the private sector he did well as a corporate lawyer.

Of the three primary subjects, it is easy to spot commonalties. All are Naval Academy graduates, all sought out combatant ships to mesh their teeth on, and all

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appreciated the importance of gunnery—getting bullets on target—as a means of enhancing one’s reputation. Each saw combat. They were ambitious officers who were not afraid to buck the bureaucracy—occasionally to the detriment of their careers. Each man saw the possibilities and limitations of technology and each found their career paths altered because of technological advances.

The first Mustin earned fame as a pioneer naval aviator. Designated as Naval Aviator #11, Henry was involved in early aircraft procurement, the establishment of Pensacola as the Navy’s air training establishment, and in air operations off Vera Cruz. During World War I he pioneered a method to launch aircraft within short-range of enemy coastal positions using high-speed sleds. Ironically, these feats overshadow his earlier accomplishments in naval gunnery. As a veteran of the Spanish-American War, he saw the inaccuracy of American naval gunnery and resolved to tackle the problem through training and several earned several patents to improve naval range finding equipment. Sadly he died relatively young, after achieving the rank of Captain. Yet such were his accomplishments, the Navy commissioned DD 413 in 1939 in his name.

Henry’s wife Corrine married George Murray, an upcoming officer who had been close to Henry. Eventually achieving the rank of admiral, Murray proved to be an excellent stepfather and role model to Lloyd who desired to follow in his father’s wings as an aviator but became a *blackshoe* due to his poor eyesight. Like his father, Lloyd understood aviation’s promise along with its potential threat. Whereas father had been desired to fly airplanes, the son would be determined to shoot them down.

Heavily involved in anti-aircraft gun R&D, Lloyd was assigned as the Assistant Gunnery Officer on the Navy’s first AA cruiser USS *Atlanta* (CL 51), which fended off several air attacks before being lost to surface action of Guadalcanal. Surviving, Lloyd continued as a “Gun Boss” as American forces closed on Japan. Towards the end of the war he served as the gunnery, radar, and combat information officer for Battleship Squadron Two, taking the war directly to the Japanese homeland.

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In the post-war era, Lloyd would resist the rush to arm the fleet with surface-to-air missiles, believing that projectile-firing weapons still had greater potential. That battle he lost. However, another new technology, nuclear weaponry, became a facet of his career as he found himself overseeing several series of explosive tests. Much to his dismay, he found himself receiving numerous joint assignments at a time when jointness was not career enhancing. Serving as the Director of Operations on the Joint Staff (J-3), Lloyd did achieve the rank of vice admiral. Morton's chapter on Lloyd serving in that critical billet from 1964 to 1967 is a must read for any scholar of the Vietnam War as Morton demonstrates the divisiveness within society extended into the military. .

Of course while Lloyd oversaw the conduct of the war in Washington, he had two sons who served in country involved in riverine warfare. Hank, who had established himself early as a destroyerman, also participated in that conflict as aide to Commander in Chief Pacific, and a skipper of a destroyer on the gun-line.

With the war concluding and his father retiring, Hank found himself working for the controversial Chief of Naval Operations Admiral Elmo R. Zumwalt, Jr. during a period where the Navy faced a growing Soviet threat. Moving on to Europe, he eventually received command of the Greek-based Destroyer Squadron Twelve. For those interested in leadership case studies, this is a classic "12 o'clock High" scenario and Morton's narrative of the squadron's turnaround is amusing reading. Even John Wayne assumes a cameo role.

Assigned to the Deputy Chief of Naval Operations (Op 03) in the late 70s, Hank had an important role in procuring the ships and weapons systems that serve as the backbone of surface navy today. In following tours as a Cruiser-Destroyer Group Commander and a Fleet Commander, Hank helped develop the tactics that would contribute to the creation and implementation of "The Maritime Strategy." Unfortunately, he embarrassed the Navy when his new tactics exposed the vulnerabilities of aircraft carriers. However, as Second Fleet Commander he tested a strategy that

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protected carriers from missile attack by stationing them in the fjords of Norway should war have occurred with the Soviet Union.

As a Vice Admiral, Hank Mustin was nominated to serve as Commander, U.S. Central Command, but when General H. Norman Schwarzkopf received the job, Hank's active duty days were over.

Besides family papers Morton drew on the Naval Historical Foundation's collection of the papers of Henry C. Mustin located at the Library of Congress along with the Foundation's series of biographical interviews with Hank conducted in 2001. One of the beneficial by-products of the project was the funding provided to transcribe over 30 interview sessions conducted in the 1970s with Lloyd by the Naval Institute oral historian John Mason. Because of the thoroughness of these interviews, the section covering Lloyd is the largest and has a greater richness in detail.

Morton also performs an admirable job attempting to place the individual narrative within the context of the period. With his background as a defense analyst, he does well in his discussions of Vietnam, the Soviet threat, and the Maritime Strategy. Unfortunately, he does not fair as well in earlier periods and an occasional historical blooper leaps out. In addition, the book contains a photo section that lacks organization and logic for selection.

Still, this is a fine effort. Perhaps it suggests a biography series to illuminate the lives of individuals who have or will have ships named for them.