

Sutton Mandeville

Roll of Honour



Lest we Forget

World War II



P/JX 157870 ORDINARY SEAMAN

E. W. F. MULLINS

ROYAL NAVY

24th May, 1941 AGE 18

Edgar William Frank MULLINS

Edgar William Frank Mullins was born on 24th December, 1922 to parents Henry & Kate Mullins (nee Taylor). His parents had married in 1916 at All Saints Church, Sutton Mandeville & their marriage was registered in September quarter, 1916 in the district of Tisbury. Edgar's birth was registered in the district of Tisbury, Wiltshire in the March quarter of 1923. Edgar was one of four children – Winifred M. C. Mullins (birth registered September quarter, 1916), Ronald H. J. Mullins (birth registered September quarter, 1920) then Edgar & Lawrence E. G. Mullins (birth registered December quarter, 1925) all registered in the district of Tisbury.

Edgar William Frank Mullins joined the Royal Navy. He was an Ordinary Seaman with a service number of P/JX 157870.

Ordinary Seaman Edgar William Frank Mullins was killed due to enemy action on 24th May, 1941, aged 18 years. He was aboard H.M.S. *Hood* at the time of his death.

H. M. S. Hood:

HMS *Hood* (pennant number 51) was the last battlecruiser built for the Royal Navy. Commissioned in 1920, she was named after the 18th-century Admiral Samuel Hood. Her nickname was the *Mighty Hood*.

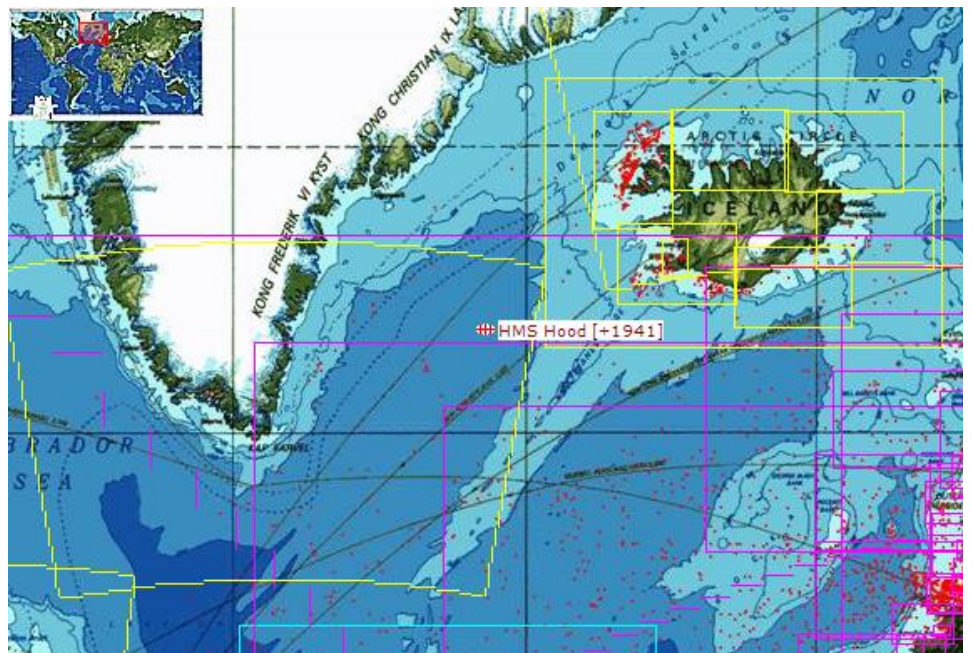
When war with Germany was declared *Hood* was operating in the area around Iceland, and she spent the next several months hunting between Iceland and the Norwegian Sea for German commerce raiders and blockade runners. After a brief overhaul of her propulsion system, she sailed as the flagship of Force H, and participated in the destruction of the French Fleet at Mers-el-Kebir. Relieved as flagship of Force H, *Hood* was dispatched to Scapa Flow, and operated in the area as a convoy escort and later as a defence against a potential German invasion fleet. In May, 1941, she and the battleship *Prince of Wales* were ordered to intercept the German battleship *Bismarck* and the heavy cruiser *Prinz Eugen*, which were en-route to the Atlantic where they were to attack convoys.

On 24 May, 1941, early in the Battle of the Denmark Strait, *Hood* was struck by several German shells and exploded. HMS *Hood* was struck in her magazines, for she blew up with a tremendous explosion and she disintegrated. Masts, funnels and other portions of her superstructure were hurled upwards. The great ship sank in moments with all but three of her large crew, an event that shocked the Royal Navy, the British nation and the entire World. When H.M.S. *Hood* sank in the Denmark Strait on 24 May 1941, 1,415 of her crew died or were lost at sea. The three men that survived were Ordinary Signaller A.E.P. 'Ted' Briggs, Midshipman William Dundas & Able Seaman R.E. 'Bob' Tilburn. The three were rescued about two hours after the sinking by the destroyer *Electra*,

HMS *Hood*'s remains were located and photographed by a British deep sea expedition in July 2001.



H.M.S. Hood



Location of wreck of HMS Hood (From [wrecksite](#))

Ordinary Seaman Edgar William Frank Mullins is remembered on the Portsmouth Naval Memorial – Panel 51, Column 1 as he has no known grave. His death is acknowledged by the Commonwealth War Graves Commission.

The Commonwealth War Graves Commission lists Ordinary Seaman Edgar William Frank Mullins, P/JX 157870 Royal Navy – H.M.S. Hood as being the son of Henry and Kate Winifred Mullins of Landford, Wiltshire.

Edgar Mullins is remembered on the 1939 -1945 Memorial plaque located inside All Saints Church at Sutton Mandeville, Wiltshire. Edgar's older brother Ronald Henry James Mullins is also remembered on the WW 2 plaque in the Church. Ronald was killed on 26th January, 1944 when the LST-422 of Royal Navy was hit by a mine off the coast of Anzio, Italy.



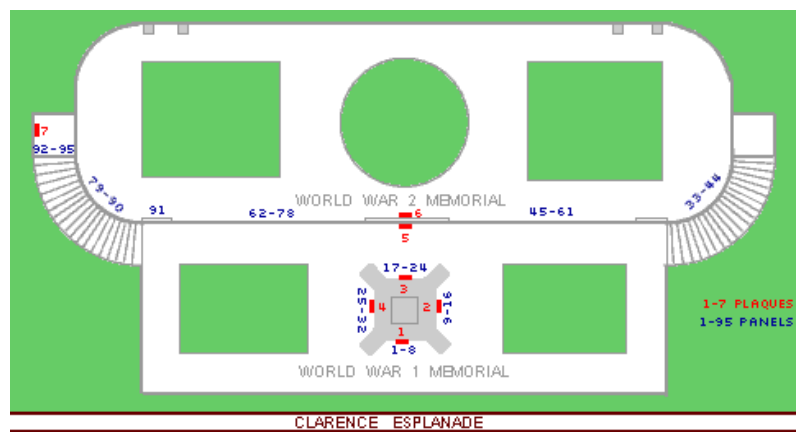
World War 1 & 2 Memorial Plaques

(Photo by Antony Firth)

Portsmouth Naval Memorial

The Portsmouth Naval Memorial is situated in Southsea Common, overlooking the Promenade in Hampshire. It lists 24,600 identified casualties – 10,000 sailors from WW1 and almost 15,000 from WW2.

After the First World War, an appropriate way had to be found of commemorating those members of the Royal Navy who had no known grave, the majority of deaths having occurred at sea where no permanent memorial could be provided.



(Photos copyright Tim Backhouse/Geoff Allen)



1941
ROYAL NAVY
ORDINARY SEAMAN

LEGGETT C. A.
LEVY A. P.
LISTER W. M.
LITTLE S. M.
LOLY A.
LOMAS W. G.
LUCAS W. C.
LUNT W. E.
McCAW R. W.
McCOURT J.
McDOWELL A.
McELWEE A.
McGHEE J.
McGUINNESS J.
McKAY R. P.
McKENNA F.
McLATCHIE W.
McQUEEN W.
MACBETH J.
MACDONALD R. L.
MACFARLANE J. H.
MACLEAN N.
MADDEN J. F.
MAIDMENT H. L.
MALCOLMSON A., M. A.
MANN A. J.
MANSFIELD W.
MANSLEY A. H.
MARSHALL E. V.
MARTIN J.
MARTIN J. F. A.
MASKREY W. F.
MAW W. C.
MAXTED H. C.
MEAKIN H.
MILLARD A. W.
MILLS C. E.
MILLS C. R. F.
MILLS H. J.
MILWARD J.
MOAT N.
MOCHAN J. C.
MOORE B. R.
MOORE J. W.
MOORES H.
MORRIS L. S.
MORRISON S.
MOYS A. J.
MULLINS E. W. F.
MURRAY J. H.
MYERS C. W.
MYERS S. C. S.
NEALE R.
NICHOLS T. F.
NICHOLSON L.
NOON T. K. B. G.
NUSSEY J.
O'CONNELL E.
O'NEIL O.
OLIVER W. H.
OLLEY W.
OWEN E. M.
OXLADE C.
PARKES V. S.
PATTINSON J. W.
PEACHEY R. H.
PEARSON R. D.
PECKHAM L. M.
PEDEN D. C.
PHILLIPS G. T. E.
PHILLIPS L. J.
PHILLIPS R. T.
PITTS H. G.
POLLOCK T.
POTTS L. C.
POTTS W.
POWELL R. M.
RAY A. F.
READ A. V.
REDMAN R. H.
REEVES S. E.
RIDING W. K.
ROBBINS R. S.
ROBERTS R. C.
ROBSON A.
ROBSON T.
ROOTHAM P.
ROSS J. M.
SAUNDERS J.
SAXTON D.
SAYERS R. M.
SAYLE J. L.
SCALES L. C.
SCOTT J.
SEALEY T. W.
SEMWELL N. G.
SHEPHERD C. H.

1941
ROYAL NAVY
ORDINARY SEAMAN

SHEPHERD L. C., B. A.
SHIELDS A. E.
SHORT C. S.
SIMM J.
SIMPSON P.
SIMPSON P. F.
SIMS W. F.
SLINGER L.
SLOAN J.
SLOSS A.
SMART A. J.
SMITH A. E.
SMITH E. T.
SMITH E. W.
SMITH H. P.
SMITH J.
SMITH J. B.
SMITH J. C.
SMITH T.
SMITH W. H.
SMITH W. L.
SMITHIES J. H.
SNELL R. W.
SPREADBURY J. F. W.
STAINER V. H.
STANDFIELD H. G.
STEELE J. W.
STIBBS C. T.
STORRY N.
STURROCK A. G.
SUTCLIFFE C.
SWABEY D. C. R.
SWITZER A.
TANNER J. T.
TAYLOR A. E.
TAYLOR F.
TAYLOR J.
TAYLOR J. A.
TAYLOR T. J.
THOMPSON N. C. C.
THOMPSON P.
THORPE R.
TINKLER F. M.
TOCHER E.
TOPPLE F. M.
TRAVERS C. J.
TRENCH D. S. C.
TUCKER L.
TURBEFIELD J.
TURK H. G.
TURNER F. J.
TURNER R. F.
TURNER S. J.
TYLER A. C.
VALE K.
WALKER J.
WALKER W. N.
WALL L. H.
WALLACE D.
WALLASEY F.
WARE K. O.
WARING A. S.
WARNES S.
WATSON H.
WEATE L. A.
WEBB R. W.
WEBBER W. W.
WEBSTER A. E.
WELLS H. W.
WESSON R. A.
WEST F. O.
WEST M. C.
WESTBURY F. A.
WHEATLEY E. C.
WHITE F. J.
WHITE P. A.
WHITHAM W.
WHITTAKER C., B. A.
WHYBROW E. J.
WILKES L. A.
WILLIAMS F. J. G.
WILLIAMS F. P.
WILSON J. V.
WISDOM S.
WOTHERSPOON R.
WRIGHT A. W.
WRIGHT J. M.
YARDY P.
YARHAM J. A.
YARROW P. M.
YOUNG T. C.

BOY

ALLCOCK W. S.
ARDLEY J. C.
ARNOLD E.
BALLARD A.

1941
ROYAL NAVY
BOY

BANFIELD K. J.
BATES L. R.
BENNETT P.
BOUCHER D. H. G.
BOWER J. R.
BRENNAN H. C.
BROWN E. F.
BYRNE F.
CALL L.
CALLON W. J.
CHAPLIN A. E.
CHIVERTON B. B.
CLARK C. W.
COFFIN R. H.
COLLINS J.
COLLINSON R.
COLLIS C. V.
COLLYER P. W. L.
CONCHIE W. M.
CONSTABLE A. R.
COPE C. R.
CRAWFORD W. M.
DEWEY E. D. C.
DONALD J. H.
DOUGLASS M. R.
FINCH J. L.
FRADLEY M. G.
FRANCIS C. A.
FROST W. R.
GATES E. W.
GOFF J.
GRYLLS E.
HANNAH J.
HARTLEY A.
HARVEY D.
HAWKINS R. W.
HENNESSY D. T.
HENSHAW R.
HICKMOTT W. J.
HOCKNEY D.
HOLMES E. J.
HOWLETT R. J.
JAMIESON D.
JELLEY S. A.
JONES R. T. R.
JONES R. W.
JOYCE I. R.
KEERS R.
KEMISH C. H. T.
KERR R. W.
LAMB J. C.
LEANER R. T.
LIGHTBODY R.
LOCKHART A. W.
LONG P. C. B.
McKIM W.
MACDONALD A. D.
MACDONALD D. A.
MARTIN J. W.
MARTINDALE N.
MASON V. R. K.
MASTERS G. H. T.
MENDHAM F. G.
MOORE J. K.
MORRELL B. C.
PENMAN D.
PESCOD T. C.
PIKE M. E.
RANDALL M. P.
READ D.
RICBY B. G.
RITCHIE G. W.
ROBINSON J. A.
ROBINSON P. J.
ROBBINSON H. F.
ROUTLEDGE W.
ROWSSELL L. D.
ROY I. A.
SAMMARS T. J. B.
SEARLE W. A.
SHARROCK H.
SHEFFIELD E. J.
SIMMONS G. F.
SNOW D. J.
STOCKER N. G. L.
STURGESS J. P.
TAYLOR A. D. H.
TAYLOR H. G.
THOMPSON R.
TIMMS R. M.
TOMLINSON W. T.
TOWNER W. W. A.
WARD H. W. E.
WARWICK B.
WEAVER D. C.
WELLS S. A.
WEST J. E.

Portsmouth Naval Memorial – Panel 51

St John the Baptist Church, Boldre, Hampshire

St John the Baptist Church, Boldre, Hampshire stands aside the valley of the River Boldre as it winds its way through the New Forest. Inside the church is a corner which honours the men killed when HMS *Hood* was sunk on 24th May, 1941. Vice Admiral L. E. Holland was one of the 1,415 men that died that day & this was the church that he and his family worshipped at. Mrs Phyllis Holland, widow of late Vice Admiral L. E. Holland, decided to establish a memorial in the church as no official memorial was to be had for HMS *Hood*. An encased Roll of Honour Book containing all those who served aboard, along with a painting of HMS *Hood* & other artefacts can be found in “*Hood Chapel*”. There is also a stained glass window featuring the *Hood*'s badge. Boldre Church has been the home of the public and most well-known annual service of commemoration for the crew of the *Mighty Hood*. It is held on a Sunday towards the end of May each year.



Hood Chapel at St John's Church, Boldre, Hampshire

Royal Navy New Release – 29 July 2012

PLAN TO RECOVER HMS HOOD'S BELL AS A MEMORIAL

An operation to recover the bell of the battle-cruiser HMS Hood sunk in 1941 has been agreed by the Government.

If recovered successfully, the bell will form a tangible and fitting memorial to the ship and the 1,415 men who were lost in her when she was sunk by the Bismarck in the North Atlantic. Hood is the largest Royal Navy vessel to have been sunk, causing the largest loss of life suffered by any single British warship.

The Ministry of Defence and the Royal Navy are grateful for the very generous offer by the US philanthropist Paul G. Allen, to recover the bell at no cost to MOD. Mr Allen's yacht Octopus, equipped with a remotely operated vehicle (ROV) will be used for the operation which will be supported by Blue Water Recoveries Ltd which specialises in the search and investigation of shipwrecks.

In a previous expedition which did not disturb the wreck, the bell was discovered and photographed by Blue Water Recoveries. It is lying on the seabed well away from the parts of the battle-cruiser's hull which will not be disturbed by the recovery operation.

Royal Navy New Release – 28 August, 2012

AMBITIOUS MISSION TO RAISE THE BELL OF THE MIGHTY HOOD RESUMES

Encrusted with seven decades of marine life, this is the evocative sight of the bell of one of the Navy's greatest 20th-Century warships: the mighty Hood.

The ambitious mission to recover the symbol of the battle-cruiser, which lies on the bottom of the Denmark Strait between Iceland and Greenland, today resumed after the first attempt a few days ago was thwarted by the weather.

The ship, pride of the Navy and nation between the two world wars, was lost with all but three of her 1,418 crew in May 1941 as she clashed with the Bismarck. Hood blew up after just a few minutes' action.

Her wreck, broken in two parts, was discovered in 2001 lying more than 2,800m (9,300ft) down.

Eleven years on and Microsoft founder and philanthropist Paul G Allen is funding the mission to recover the bell, which was thrown clear of the hull as the Hood sank; it lies some distance from the wreck, amid other debris, and possibly lies on the upturned floor of the admiral's cabin.

Mr Allen has donated the use of his yacht, Octopus, and has called upon the team behind the expedition to locate the wreck of the Hood in 2001, Blue Water Recoveries, to raise the bell so it can serve as a permanent memorial to the ship and all who served in her.

A Remote Operated Vehicle – a robot submarine, or ROV – was sent down to the wreck site last week and succeeded in finding the bell again but was unable to retrieve it.

Weather conditions worsened over the weekend, so the Octopus sailed back to Iceland. The yacht has now returned to the spot where the battle-cruiser sank to resume the recovery mission, which has backing of today's Royal Navy and the battle-cruiser's association, including veterans who served in her before the disaster.

It takes more than two and a half hours for the ROV to reach the seabed where the bell lies – it's 2,844m (9,330ft) down.

As for the bell it is trying to raise, it is about 45cm (18in) tall and was mounted on a high wooden stand, which was kept on the warship's quarterdeck in harbour and typically outside the captain's quarters when at sea.



It was sounded by a Royal Marine to mark daily routine and watches on board, but would also be struck in the event of fire or other calamity aboard.

As such it is truly an iconic reminder of HMS Hood, the largest warship in the Royal Navy at the time and a potent symbol of Empire between the wars.

If the recovery mission succeeds, the aim is to donate it to the National Museum of the Royal Navy in Portsmouth – fittingly, Hood's home port – where it will be a major feature in a new exhibition hall devoted to the 20th and 21st Century Royal Navy which is due to open in 2014.

“For those who lost their lives in HMS Hood, the recovery of her bell and its subsequent place of honour in the museum will mean that, well after the remains of Hood have gone, future generations will be able to gaze upon her bell and remember with gratitude and thanks the heroism, courage and personal sacrifice of Hood's ship's company who died in the service of their country,” said Rear Admiral Philip Wilcocks, president of the Hood association and nephew of one of the men killed in 1941.

As well as raising the bell, the expedition currently under way hopes to solve the mystery of why the battle-cruiser sank so quickly with such devastating loss of life.

Blue Water's director David Mearns, who famously found the wreck of the Hood, said deep sea technology had moved on tremendously since he found the wreck and returning to the Hood would hopefully finally answer the question why she blew up so quickly and catastrophically.

“Our aim is to conduct a comprehensive, non-intrusive video investigation of the wreckage, which we believe will allow experts to definitively determine what happened to Hood in her final moments before she sank and answer why the loss of life was so great,” Mr Mearns added.

Royal Navy New Release – 9 September, 2012

WARSHIP'S BELL RECOVERY POSTPONED AFTER MOVING TRIBUTE

After more than ten days working in the North Atlantic in worsening weather and difficult deep currents, the recovery team on board US philanthropist Paul G. Allen's yacht M/Y Octopus were reluctantly forced to discontinue the operation. The bell was found in more than 2,800 metres of water in the Denmark Strait, where it has lain since Hood was sunk by the German warship Bismarck on May 24, 1941.

Yesterday on a rain-swept flight deck Octopus crew members laid wreathes representing 1,415 members of the naval service who died, including personnel from Australia, Canada, New Zealand and Poland.

Paul G. Allen said: "I was honoured to be involved in this project, and I stand ready to help the Royal Navy try again in the future. "Recovering this bell is a way to commemorate the hundreds of brave sailors who were lost at sea, and I want to see it through."

Mr Allen had offered to recover the bell without cost for a grateful Royal Navy and Ministry of Defence. M/Y OCTOPUS, equipped with a remotely operated vehicle (ROV), was used for the operation supported by Blue Water Recoveries Ltd, which specialises in the search and investigations of shipwrecks.

The recovery was fully supported by the HMS Hood Association whose members include veterans who served in the ship before her final mission in 1941 and relatives of those lost with her.

Association President Rear Admiral Philip Wilcocks, whose uncle was among those who died on board Hood, said: "While hugely challenging conditions have precluded a successful recovery of HMS Hood's bell on this occasion, the Hood Association continues to hope that another attempt will be made at some stage in the next year or so. "Our objective remains the provision of a unique memorial in the National Museum of the Royal Navy for this iconic warship and her gallant crew. "We are extremely grateful to Paul Allen, to David Mearns and for the professionalism of the Captain and crew of M/Y Octopus for their outstanding assistance on this occasion."

A Royal Navy spokesman said:

"After days of trying to recover the bell of HMS Hood, poor weather and other issues have made it impossible to successfully retrieve the bell on this trip.

"We want to thank philanthropist Paul G. Allen and the HMS Hood Association for all their support and efforts.

"The work that was accomplished on this trip has been invaluable, and will put us in an even stronger position for a future mission.

"We will be co-ordinating with all parties to see if and when we can make another attempt some time in the future."

David Mearns of Blue Water Recoveries Ltd, who first found one of the two ship's bells in 2001, said:

"Despite our limited dive time we were able to relocate the bell relatively quickly and confirm that the ROV's manipulator arms were able to physically reach it in order to attach recovery tools.

"This information will be vitally important in planning a future recovery attempt. The location of the bell, and decoration on its rim, strongly indicates that it is Hood's main bell as we had expected and hoped.

"The high definition video showed the bell was in excellent condition and thus another year or so on the seabed will cause it no harm."

If recovered the bell will form a major feature of a new exhibition dedicated to the 20th and 21st century Navy. It is due to open at the National Museum of the Royal Navy in Portsmouth Historic Dockyard in 2014, which is a fitting location as HMS Hood was based in Portsmouth.

Professor Dominic Tweddle, Director General of the National Museum, said:

“I am deeply grateful to Paul Allen, Blue Water Recoveries and the HMS Hood Association for all their hard work and support in attempting to recover the bell.

“A place will be reserved in our new galleries dedicated to the 20th and 21st century navy, a place that we hope to fill in the future when Hood’s bell is successfully recovered.”

The wreck of HMS Hood is designated under the Protection of Military Remains Act 1986. The British Government licensed the recovery attempt of the bell.



An aerial photo of HMS *Hood* taken from a RAF Coastal Command Lockheed *Hudson* aircraft on 24 May 1941.

The battlecruiser was sunk later that day during the Battle of the Denmark Strait.