

No.	Service:	Rank:	Names & Service Information:	Supporting Information:
22.	Feb 1895	Feb 1895	Captain	<p><b>William Henry Hall, R.N.</b></p> <p><i>Although appointed into the position Captain Superintendent, whilst travelling to take up the position, died whilst upon reaching Pembroke Dock.</i></p> <p><b>B. 29 June 1842</b>, Ross, Herefordshire, England. <b>D. Sunday 10 Mar 1895</b>, Pembroke Dock, Pembrokeshire, Wales (<b>Aged only 52</b>) He died from peritonitis. <b>Buried: 16 March 1895</b> at Southsea, Hampshire, England. (With his wife).  <b>Sept 1854</b> William joined Her Majesty's service as naval cadet. <b>7 Apr 1861 Census</b> shows W. H. Hall (1842) [19] as Midshipman, [single] on board "<b>Excellent</b>" 46. Moored in Portsmouth Harbour. Hampshire&gt;Vessels&gt;District Excellent. "<b>Excellent</b>" was commanded by Captain Richard Strode Hewlett, gunnery ship, Portsmouth, 31 Dec 1859-1 Jan 1863, (replacing "<b>Excellent</b>" ex "<b>Boyne</b>" 2<sup>nd</sup> rate wooden sailing ship, 2155 tons, of 98 guns, launched 3 Jul 1810 as "<b>Boyne</b>" – in 1834. Employed as a gunnery ship –Portsmouth. Renamed "<b>Queen Charlotte</b>"-Nov 1859. The "<b>Excellent</b>" (ex "<b>Queen Charlotte</b>") (<i>this is the vessel actually in the 1861 census</i>). She was a 1<sup>st</sup> Rate wooden sailing ship of 2289 tons, launched 17 May 1810 from Portsmouth as "<b>Queen Charlotte</b>" with 104 guns, she was renamed in Nov 1859 and used as the <i>replacement</i> gunnery ship, Portsmouth, where her guns were reduced to 46 guns.  <b>24 April 1861</b> William was appointed a sub-lieutenant on the "<b>Challenger</b>" during the Mexican Expedition. <b>HMS "Challenger"</b> was a wooden steam-assisted Royal Navy <i>Pearl</i>-class corvette launched on 13 Feb 1858 from Woolwich Dockyard. Her sail plan was that of a full-rigged sailing ship. Her built tonnage was 1465 tons with a displacement: 2,137 tons, carrying 21 guns; Length: 225 ft. 3 in. overall; 200 ft. gun-deck; Beam: 40 ft. 4 in.; Draught:</p> <p>1<sup>st</sup> son (5<sup>th</sup> child) of <b>James Wallace Richard Hall</b> (B. 20 May 1799, Haslar, Gosport, Hampshire, England.-<b>D. 1 Jul 1860</b>, Ross, Hereford, Herefordshire.). England) [Solicitor &amp; Banker] [from 2<sup>nd</sup> Marriage – see below] [1<sup>st</sup> marriage] - to <b>Mary Bollena Bernard</b> (B. Jan 1803, St James, Jamaica, - <b>D. Jul-Sep 1838, Newton Abbot, Torquay</b>, Devon.). Daughter of David and Judith Bernard. Married on the <b>23 Sep 1823</b>, at St Georges Church, Bloomsbury, Camden, London.</p> <p><b>James and Mary</b> had the following issues: <b>[4 girls]</b>.</p> <ol style="list-style-type: none"> <li><b>Judith Bernard Hall</b> (B.6 Nov 1825, Much Birch, Hereford, England -D.?)</li> <li><b>Mary Sarah Hall</b> (B.22 Feb 1827, Much Birch, Hereford, England. – <b>D. 7 Mar 1932</b>, Ross, Herefordshire, England).</li> <li><b>Frances Rebecca Hall</b> (B.16 May 1832, Ross, Herefordshire, England – D.?)</li> <li><b>Judith Sabina Hall</b> (B.14 Feb 1834, Ross, Herefordshire, England. – D.?)</li> </ol> <p>After the death of <b>Mary Bollena Hall, (nee Bernard)</b> [1<sup>st</sup> wife] in <b>Q3, 1838</b>:  <b>James Wallace Richard Hall</b> remarried, <b>Fanny Elizabeth Mary Morgan-Clifford</b> (B. 1828, The Argoed, Penallt, Monmouthshire, England. – <b>D. Jan-Mar 1854</b>, Lymington, Hampshire), on <b>08 May 1841</b> at Ross, Herefordshire, England. She was daughter of Morgan Morgan-Clifford and Sophia Willington.</p> <p><b>James Wallace Richard</b> and <b>Fanny Elizabeth</b> had the following additional issues: <b>[3 boys]</b>.</p> <ol style="list-style-type: none"> <li><b>William Henry Hall</b> (B. 29 June 1842, Ross, Herefordshire, England. – <b>D. 10 Mar 1895</b>, Pembroke Dock, Pembrokeshire, Wales (<b>Aged 52</b>)).</li> <li><b>Wallace Richard Hall</b> (B. Jul-Sept 1843, Ross, Herefordshire, England. - D.?)</li> <li><b>James Richard Hall</b> (B. 1845 – D.?)</li> </ol> <p><b>6 Nov 1866</b> - Leeds, Yorkshire West Riding <b>William Henry</b> married <b>Caroline Elizabeth Armfield</b>, (B. 9 Dec 1847, Armley, Yorkshire, England – <b>D. Oct 1892, Portsea Island, Portsmouth</b>. Buried. Southsea, Portsmouth.) She was Daughter of the Rev <b>George Armfield</b> (B. 1807, St Sepulchre, Northampton, England) and <b>Frances Fanny Armfield</b> (B. 1809, Bale,</p>

			<p>17 ft. 4 in. forward; 18 ft. 10 in aft.; Depth of hold: 23 ft. 11 in. Propulsion: mainly sail but steam-assisted; from 2-cylinder trunk engine, Installed power developing 400 nominal horsepower, 1,450 i.h.p., driving a single screw. Speed: 10.7 knots under steam. Her Armaments were 20 × 8-inch (42cwt) muzzle-loading smoothbore cannons on broadside trucks. And 1 × 10-inch/68pdr (95cwt) muzzle-loading smoothbore cannons pivot-mounted at bow. As part of the North America and West Indies Station she took part in 1862 in operations against Mexico, including the occupation of Vera Cruz. She was commanded (from commissioning at Sheerness until paying off at Sheerness) by Captain John James Kennedy, North America, Mexico and West Indies stations.</p> <p><b>28 Aug-5 Sep 1862</b> William Henry Hall promoted to the rank of full Lieutenant.</p> <p><b>6 Nov 1866</b> Charles married as a Royal Navy, Lieutenant, to <b>Caroline Elizabeth Armfield</b> in Leeds, Yorkshire West Riding, Yorkshire, England.</p>	<p>Norfolk, England-).</p> <p>Together <b>William Henry</b> and <b>Caroline Elizabeth</b> had <b>issues: 4 children – 2 girls &amp; 2 Boys:-</b></p> <ol style="list-style-type: none"> <li><b>1. Frances Mary W Hall (B. 1868, Southsea. – D.?).</b></li> <li><b>2. Emily Margarete Bonella Hall (B. 1869, Southsea, Hampshire England. - D.?).</b></li> <li><b>3. William Reginald Hall (B. 1870, Salisbury, Wiltshire England - D. 1943 Hampshire).</b> William Reginald <b>married</b> Ethel Woolton Abney, at The church of St Peter, Cranley Gardens, Kensington &amp; Chelsea, London.</li> <li><b>4. George Clifford Miller Hall, (B.1872, Southsea, Hampshire, England. - D.?)</b></li> </ol> <p><i>(Simply reported simply by Elizabeth Peter's in her book – "died at the Royal Edinburgh Hotel, P.D".)</i></p> <p><b>17 Jun 1895</b> Probate: London to Phillip George Skipwith esquire, Effects £16,603.9s.9d.</p>
			<p><b>1871 Census</b> shows William H. Hall (1843) [23] married, Lieutenant R.N. Active service. With wife Caroline Hall (1848) [23]-3 children, Frances W. (1868) [3]-Emily M. B. (1869) [2]-William R. (1870) [9 months]; Mother in Law Frances Armfield (1810) [61] together with 4 servants, resident at Eaton Villa, Portsea, Portsmouth. Hampshire&gt;Portsea&gt;Landport&gt;Dist.44.</p> <p><b>1875</b> Captain John A. Fisher [<i>later Knighted Admiral</i>] thought so very highly of William Hall and requested William to act as Commander in HMS "<b>Inflexible</b>", the Victorian ironclad battleship, which Fisher was to captain and which was under construction at the time. William H. Hall had to decline the offer "for private reasons". "<b>Inflexible</b>" was a Victorian ironclad battleship carrying her main armament in centrally placed turrets. The ship was constructed in the 1870s for the Royal Navy to oppose the perceived growing threat from the Italian "Regia Marina" (Italian Royal Navy) in the Mediterranean. The Italian Navy had started constructing a pair of Italian battleships, "Caio Duilio" and "Enrico Dandolo", equipped with four Armstrong 17.7-inch guns weighing 100 tons each. These were superior to the armament of any ship in the British Mediterranean Squadron; "<b>Inflexible</b>" was designed as a counter to them. "<b>Inflexible</b>" mounted larger guns than those of any previous British warship and had the thickest armour ever to be fitted to a Royal Navy ship. Controversially, she was designed so that if her un-armoured ends should be seriously damaged in action and become water-logged, the buoyancy of the armoured centre section of the ship would keep her afloat and upright. The ship was the first major warship to depend in part for the protection of her buoyancy on a horizontal armoured deck below the water-line rather than armoured sides along the waterline. The original concept was</p>	

based upon an outline design similar to that for HMS "**Dreadnought**", but with greatly improved armament. The ship was conceptually constructed from three components; several outline studies being produced by Nathaniel Barnaby. She was laid down **24 Feb 1874**, launched **27 Apr 1876**, from Portsmouth Dockyard, and commissioned **5 Jul 1881**. Her displacement weight was 10,880 tons, 11,880 tons under full load. She carried a compliment of 440-470 men.

She was 320 ft., 344 ft. overall, with a beam of 75 ft., and a draught of 23 ft. 3in. She had 12 coal-fired boilers driving 2 twin bladed 20 ft. screws. **Armament:** 4 × 16-inch 80-ton muzzle-loading rifles, 2 per turret; 6 × 20-pounder breech loaders, replaced in 1885 with BL 4-inch guns, and replaced in 1897 with QF 4.7 inch guns; 17 × machine guns; 4 × 14-in torpedo tubes (two submerged bow tubes, two on carriages).

**Armour:** 24-in waterline belt + 17 in. teak; 3-in. deck; 20-in citadel (reducing to 16 inches) + 21 in. teak; 17-in front, 16-inch back, turrets; 22-in bulkheads, reducing to 14 inches. Her eventual cost was £812,000. She was refitted in Portsmouth in 1885, when the full sailing rig was removed. She was in the Fleet Reserve until 1890, except for brief service in the 1887 review and the manoeuvres of 1889 and 1890. She was re-commissioned for the Mediterranean Fleet again from 1890 to 1893, serving thereafter as Portsmouth guard ship until 1897. From there she went to Fleet Reserve and in Apr 1902 to Dockyard Reserve, until sold at Chatham in 1903 for scrap.

**31 Dec 1875** William was raised in rank to that of a Commander.

**3 Apr 1881 Census** shows William Hall (1842) [38] married as Commander of the "**St Vincent**", Boys Training Ship, moored in Portsmouth Harbour. Also shown are his family living on board "**St Vincent**" as "Civilians": - Caroline Elizabeth Hall (1847) [33] married, 3 children, Frances Mary Hall (1868) [13] single - Emily Margarete Bonella Hall (1869) [12] single - George Clifford Miller Hall, (1872) [9] together with 1 servant Emma Williams (1853) [28]. Hampshire>Vessels>District Winunt.

**1882** William was appointed to the New "Foreign Intelligence Committee", [1<sup>st</sup> resident member on the newly formed committee) used to advise the British [UK] Government on possible required development of the service for the future.

**31 Dec 1882** William Hall was promoted to the rank of Captain with seniority.

**1 Feb 1887–1889** William was re-appointed as the 1<sup>st</sup> Director of Naval Intelligence. The Department as founded was headed by a Director of Naval Intelligence. The Department was composed of two divisions, each under an Assistant Director of Naval Intelligence. Section I under Captain Sydney M. Eardley-Wilmot, absorbed the duties of the Foreign Intelligence Committee. Section II under Captain Reginald N. Custance was responsible for drawing up schemes of mobilisation. The duties of the Department as defined in June, 1888, were: - **1. Compilation and Issue to the Board and the Fleet of all information relating to maritime matters likely to be of use in war. 2. Preparation and Revision of a plan of Naval Mobilization. 3. When directed, the preparation of plans of any Naval Campaign.**

The functions of the Intelligence Department were purely advisory, and in no sense executive, however all proposals and future Naval spending were routed by the committee which had to vet the suitability of all plans and requests.

**1 Jan 1889–22 Nov 1891** William was appointed as Captain of H.M.S." **Severn**", a 2nd Class Protected Cruiser, of the *Mersey* class, H.M.S. "**Severn**" (1885) was builder by the Chatham Royal Dockyard. Laid down 1 Jan 1884, launched 29 Sep 1885 and finally commissioned in 1888. In 1887-88, "**Severn**" tested a new submerged broadside tube designed by William H. May. The tube was mounted on the starboard broadside and angled 12 degrees before the beam; its primary distinction over existing designs was that the bar was not extended before firing the torpedo, but emerged into the water with the torpedo as it was fired. This pattern was found to work fairly well after modifications to the original design overcame damage to the propellers of the torpedo as it left and a great number of wild shots. It was retained in hopes that remaining defects could be made good. "**Severn**" was commissioned at Portsmouth on 19 Feb 1889, by Captain William H. Hall, to relieve H.M.S. "**Constance**" on the Pacific Station. Her complement was reported as 243 officers and men, but a

further 23 men from the Accountant Branch, Chaplaincy, Domestic and miscellaneous services brought this to 272 men plus 54 Royal Marines. She then went onto the China Station **1889-95**.

Later whilst serving as Coast Guard ship at Sheerness, "**Severn**" was grounded when trying to come into Harwich on 13 Dec 1901. It was recorded in the service record of the Captain, Frederick F. Fegen: "My Lords consider that in skirting the shore so close, due care was exercised in the navigation of the ship & further that ... the C.O. should not have risked going into Harwich on a falling tide".

**1891 Census** shows Caroline Elizabeth Hall (1848) [43] Head, married, wife, together with 1 daughter Frances Mary Hall (1868) [23], together with 3 servants, all resident at 52, Redcliffe Square, Kensington, London. London>Kensington>Brompton>Dist.11. Although extensive searches have been undertaken a number of times, the 1891 Census returns for HMS "**Severn**", Captain William Henry Hall and his crew have not been identified at this time.

**Oct 1892** William Henry's wife, **Caroline Elizabeth** dies on Portsea Island, Portsmouth, Hampshire, aged only 45 years. She was buried at Southsea, Portsmouth, Hampshire.

**9 Feb 1892–1 Nov 1893** William was appointed to H.M.S. "**Vernon**" as Captain. She was Torpedo Training School established by Commander John Arbuthnot Fisher (later First Baron - Admiral of the Fleet, and 1<sup>st</sup> Sea Lord. Commander Charles L. Ottley, 11 Jul 1893–22 Aug 1893 was a temporary appointment during William Hall's absence. Ottley eventually took over from Hall.

**11 Jul 1893–22 Aug 1893** William was appointed as 1<sup>st</sup> Captain (lent for manoeuvres) of "**Blenheim**", protected cruiser. **Blenheim** was ordered and laid down at the Thames Ironworks, Shipbuilding and Engineering Company Oct 1888; she was one of six cruisers along with *Sans Pareil* ordered to receive wireless telegraphy systems. She was launched 5 Jul 1890 and commissioned 1 Jan 1891. She was a protected cruiser but was converted to a destroyer depot ship after fifteen years of service, and served in this capacity throughout the Great War. She was sold 13 Jul 1926.

**5 Dec 1893-1 Feb 1895** William was appointed Captain in command of the battleship "**Resolution**", a Royal Sovereign-class pre-dreadnought battleship as part of the Channel Squadron and later became part of the Atlantic Squadron.

"**Resolution**" was ordered under the Naval Defence Act of 1889, from the contractor/builder: Palmer Shipbuilding and Iron Company, (later Jarrow). She was laid-down on the 14 Jun 1890 and launched in the afternoon of 28 May 1892. The christening ceremony was performed by Mrs. William H. White, wife of the Director of Naval Construction. In attendance were Sir C. M. Palmer, Admiral Richard D. King, and local dignitaries. She was completed and commissioned Nov 1893. Her dimensions were Length: 410 ft. 5 in. overall: Beam: 75 ft. Draught: 27 ft. 6 in. Displacement: 14,190 tons; 15,580 tons under full load. She had a maximum complement of 712 officers and enlisted men, although her crew in 1903 amounted to 672 people. She had an Installed horse-power: 9000 i.h.p. Propulsion was via twin coal-fired Humphreys & Tennant 3-cylinder triple-expansion engines, driving two screws; Speed: 15.7 knots max. Range: 2,780 nautical miles at 14 knots; 4,720 nautical miles at 10 knots. She was armed with a main battery of four 13.5-inch guns and a secondary battery of ten 6-inch guns. The ship had a top speed of 16.5 knots. Her armaments were as follows: 2 × twin 13.5 in guns; 10 × single 6 in guns; 10 × single 6-pdr 2.2 in. guns; 12 × single 3-pdr 1.9 in. guns; 6 × 18-inch torpedo tubes (2 submerged). Her Armour was: Main belt: 14–18 in. Upper belt: 3–4 in. Forward Bulkheads: 16 in. After bulkhead: 14 in. Barbettes: 11–17 in. Casemates: 6 in. Conning Tower: 14 in. Decks: 2.5–3 in. She was sold in 1914, her fate being broken up for scrap in the Netherlands, for £35,650.

**Feb 1895** William was on his way to take up his appointment of Captain Superintendent of Pembroke Dockyard (accompanied by his daughter) when he was taken ill on the train, [and was reportedly was taken home] where he died on **Sunday 10 Mar 1895**. (See newspaper articles below).

			<p><b>11th Mar 1895</b> article taken from the Evening Express reported the following: -</p> <p style="text-align: center;">“.....<b>DEATH OF CAPTAIN HALL.</b></p> <p style="text-align: center;"><b>WAS THE NEW SUPERINTENDENT OF PEMBROKE DOCKYARD?</b></p> <p>Early on Sunday morning <b>Captain William Henry Hall, R.N.</b>, passed away under singularly distressing circumstances, at the Edinburgh Hotel, Pembroke Dock. On March 1, the deceased gallant officer was appointed to succeed <b>Captain Fitzgerald, R.N.</b>, as superintendent of Pembroke Dockyard, and on Thursday last left Paddington by train, accompanied by his daughter, Miss Hall for Pembroke Dock, for the purpose of taking over his new appointment at the naval establishment. Soon after leaving London, in the tram <b>Captain Hall</b> had a severe attack of pain in the bowels, and by the time the train arrived at the terminus he was in a very prostrate condition, and said to Captain Dean Pitt, her Majesty's ship Rupert, who was meeting him, "I am very ill." The gallant officer was immediately assisted to a carriage and conveyed to the Edinburgh Hotel, where Dr. E. A. Saunders was promptly in attendance, and found <b>Captain Hall</b> in a very dangerous and almost hopeless condition, suffering from peritonitis. He continued seriously ill on Friday, but on Saturday Dr. Saunders called in the assistance of Dr. G. Griffiths, Milford, both of whom are representatives of the Admiralty, and the gallant gentleman rallied considerably, and hopes were entertained that he would pull through; but later in the day a relapse ensued and the patient rapidly became worse and died, as we already intimated, early on Sunday morning, his daughter, Miss Hall, and his two sons (who had been wired for, and who are lieutenants in the Royal Navy and Royal Engineers respectively) being present. The deceased officer was a widower, his wife having pre-deceased him two years, [<i>Oct 1892</i>] and deep sympathy is evinced by all in the town with the family in this sudden and distressing affliction that has befallen them. This is the first Captain-Superintendent of the dockyard who has died in the town since the dockyard was established here in 1814. The deceased will be buried (with his wife; at Southsea, Portsmouth, and it is anticipated that deceased will be conveyed from this place on Wednesday, but at present the arrangements have not been fixed. In all probability, too, there will be a naval and military procession and function from the hotel to the- railway station. <b>Captain Hall</b> had only a few days ago returned from the Mediterranean, where he commanded the battleship "<i>Resolution</i>", vacating that command for the purpose of assuming the duties of his new appointment. <b>Captain Hall</b> was born April 20, 1842**. He joined her Majesty's service as naval cadet in September, 1854; was sub-lieutenant, April 24, 1861 lieutenant, August 28, 1862; commander, December 31, 1875; and captain, December 31, 1882.</p> <p style="text-align: center;"><b>HIS SERVICES: -</b></p> <p>He was sub-lieutenant of the "<i>Challenger</i>" during the Mexican Expedition, 1861, including the occupation of St. Juan d' Lilon, Vera Cruz. "It was in 1882 that the Foreign Intelligence Committee was established, mainly at the instance or insistence of one or two men like Sir John Colomb and Lord C. Beresford. <b>Captain W. H. Hall</b> was put in charge, and he had as his assistant's one Marine officer, two clerks, and a copyist. Up to that time there was no distinct department at the Admiralty for registering what other nations are doing, in the event of war. <b>Captain Hall</b> took the work in hand, and of the way in which he did it we may judge when Mr. Campbell Bannerman speaks of it 'as of the highest importance to the naval service. The four years of the existence of the Foreign Intelligence Committee were four years of arduous labour for <b>Captain Hall</b>. In 1887 it was decided to graft upon the basis of the Foreign Intelligence Committee a larger and more important department, to be called the Naval Intelligence Department. The staff was largely increased, and at first it was proposed to place an admiral at the head of the newly-created bureau. It was however, soon recognised that to displace <b>Captain W. H. Hall</b> would be a grave mistake, and that officer was installed as Director of Naval Intelligence. The wisdom of this step has been fully proved, and was recognised by the service generally- lo the excellent business arrangements, untiring efforts, and exceptional tact of <b>Captain Hall</b>, the celerity and comprehension which have characterised the execution of the functions of the new department are largely due." <b>Captain Hall</b> held the appointment till January, 1889. Joint-secretary to the Royal Commission in the Army and Navy Administration 1888. At Sunday morning's service at St. John's Church, Pembroke Dock, the vicar, the Rev. S. Phillips, made feeling allusion to the sad death of <b>Captain Hall</b>; and on return of troops from church, the band ceased playing whilst passing the hotel where the remains of the deceased gallant officer lay. ...."</p> <p style="text-align: right;">**<i>The newspaper quoted Captain Hall's date of birth in error. [see above]</i></p>
			<p><b>12th March 1895</b> the South Wales Echo (Special edition) reported thus: -</p> <p style="text-align: center;">“.....<b>LATE CAPT. W. H. HALL, R.N.</b></p> <p>Thu remains of the late <b>Captain Hall, R.N.</b>, Superintendent of Pembroke Dockyard, who died at the Royal Edinburgh Hotel, Pembroke Dock, under circumstances reported on Monday, were removed on a gun-carriage from the hotel to Pembroke Dock Railway Station on Monday morning. Rear-Admiral Fitzgerald, several military officers, and the officers and ship's company of: H.M.S. "<i>Rupert</i>" took part in the funeral procession, which was of a most imposing character. The two sons of the deceased were also present. The body will be conveyed by rail to-day (Tuesday) to Southsea for interment. We are asked to correct our report of Monday by stating that <b>Captain Hall</b> was a son of Mr James Wallace Hall), of Springfield, Ross, Hereford.</p> <p>Captain Swinton Colthurst Hammond, R.N., of H.M.S. "<i>Pembroke</i>", reserve ship at Chatham, will probably be the new captain Superintendent. ...."</p>
			<p><b>13th March 1895</b> the Evening Express (Pink Edition) and (Third Edition) reported upon the following: -</p> <p style="text-align: center;">“.....<b>LATE CAPTAIN HALL, R.N.</b></p> <p style="text-align: center;"><b>REMOVAL OF THE BODY FROM PEMBROKE DOCK.</b></p>

				<p>The remains of the deceased officer were removed from Pembroke Dock on Tuesday morning by the eight o'clock train to Southsea. The sons and daughter accompanied the remains. The small body of seamen remained on guard all night at the station, the porters' room being kindly conceded as a guard-room, from whence the sentinels were relieved. A requiem salute of seven guns was fired from the barbette of H.M.S. "<i>Rupert</i>" at intervals of a minute, the last gun being fired as the train steamed away from the station. A guard of honour, too, of 100 seamen from the "<i>Rupert</i>", under Lieutenant Leake, had marched to the station in the early morning, and remained until the train left. ...."</p>
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				<p><b>13th Mar 1895</b> taken from the Haverfordwest and Milford Telegraph : -  ".....<b>DEATH OF CAPTAIN W. H. HALL, R.N.</b>  <b>SUPERINTENDENT OF PEMBROKE DOCKYARD.</b>  <b>HE REACHED HIS POST TO DIE BEFORE COMMENCING DUTY.</b>  <b>Captain W. H. Hall, R.N.</b>, who has recently appointed to succeed <b>Rear Admiral C. C. Penrose Fitzgerald</b> as Superintendent of Pembroke Dockyard, died under exceptionally sad circumstances at the Royal Edinburgh Hotel, Pembroke Dock, about 6.30 on Sunday morning. <b>Captain Hall</b> was in command of the battleship <i>Resolution</i> attached to the Mediterranean squadron, when he received orders to proceed to Pembroke Dockyard. Leaving his ship at Gibraltar, he journeyed to London, where he remained two days, and on Thursday morning last, accompanied by one of his daughters, he left for Pembroke Dock. Driving to the railway station at Paddington he complained of feeling unwell, and shortly after his departure from London appeared to be in acute pain. Notwithstanding this, however he continued his journey and arriving at Pembroke Dock on Thursday evening he was obliged to take to bed at the Hotel above named, his official residence at the dockyard not being quite ready for his reception. Dr. E.A. Saunders, who was called in immediately, found the gallant officer to be suffering from an attack of peritonitis, and despite all efforts to relieve him, he rapidly grew worse, until on Friday evening he was considered to be in a very critical state. He subsequently passed a very restless night, and Saturday morning little hope was entertained for his recovery. The patient gradually sank, his death having taken place as above stated. <b>Captain Hall</b> had within the last twelve months experienced an attack of malarial fever, from which it was considered doubtful whether he would recover. He did recover, however, but later suffered a severe attack of peritonitis, and although on reaching London at the beginning of last week he appeared to be in fairly good health, there can be little doubt that those successive illnesses had weakened his constitution, and rendered him more sensitive to the influences of the trying weather which has since prevailed. <i>Deceased was a son of the late Captain King Hall, R.N., who in his day was, considered to be one of the most dashing officers in the service**</i>, and he leaves four children, two sons and two daughters. One son is an officer in the Royal Engineers, and the other a Lieutenant in the Navy. One daughter is married, and at present resided at Newton Abbott, the other travelled with him from London on Thursday last, and was with him till the end. Deceased was 52 years of age. He was an exceptionally kind and able officer, and enjoyed the respect and admiration of all of those who had been associated with him, either in private life or in his capacity as a naval officer. According to present arrangements, his remains will be interred at Southsea, alongside those of his late wife, who died about two years ago. The death of the gallant officer, after travelling so far to reach his new post, just at the moment when he was about to assume its duties, has evoked considerable sympathy amongst all classed at Pembroke Dock. ...."  **This newspaper article might be considered to be a little late especially considering that he actually died on Sunday 10<sup>th</sup> March 1895.....unfortunately the Newspaper also got William's actual father wrong.....</p>
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				<p><b>16th March 1895</b> taken from the Weekly Mail .....</p> <p>".....<b>LATE CAPTAIN W. H. HALL.</b>  A handsome brass tablet will shortly be erected in the Parish Church of Much Birch, Ross, by Miss M. S Hall to the memory of the late Captain William Henry Hall. Royal Navy, son of the late J. Wallace R. Hall, formerly of 1 Springfields, Ross, and brother of Miss M. S. Hall, of Alton Cottage. Ross. Captain Hall, who was well known in Ross, was an excellent officer, and it will be remembered that he died after a short illness, on March 10, 1895 at the Edinburgh Hotel, Pembroke Dock. ...."</p>
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				<p><b>16th March 1895</b> the Cardiff Times reported upon the following: -  <b>DEATH OF CAPTAIN W. H.HALL, R.N.</b>  <b>Superintendent of Pembroke Dock.</b>  <b>Captain W. H. Hall, R.N.</b>, who was appointed to succeed Rear-Admiral Penrose Fitzgerald as Superintendent of the Pembroke Dockyard, died under exceptional circumstances at the Royal Edinburgh Hotel, Pembroke Dock, about 6.30 on Sunday morning. <b>Captain Hall</b> was in command of the battleship "<i>Resolution</i>", attached to the Mediterranean squadron, when he received orders to proceed to Pembroke Dockyard. Leaving his ship in Gibraltar, he journeyed to London he remained two days, and on Thursday morning last, accompanied by one of his daughters, he left for Pembroke Dock. Driving to the railway station at Paddington complained of feeling unwell, and shortly after departure from London appeared to be in pain. Notwithstanding this, however, continued his journey, and arriving at Pembroke Dock on Thursday evening he was obliged to take to bed at the above-named, his official residence at the Pembroke Dockyard not being quite ready for his reception. Dr. E. A. Saunders, who was called immediately, found the gallant officer to be from an attack of peritonitis, and, despite all efforts to relieve him, he rapidly grew worse until on Friday evening he was considered to be in a very critical state. He subsequently passed a very restless night, and on Saturday there appeared little hope was entertained of recovery. The patient gradually sank, his death, having taken place as above stated. Captain within the last 12 months experienced an attack of malarial fever, from which it was doubtful whether he would</p>
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			<p>recover. He did recover, however, but later on suffered a attack of peritonitis, and although, on London at the beginning of last week he to be in fairly good health, there can be little doubt that those successive illnesses had his constitution, and rendered him more, to the influences of the trying weather which has since prevailed. <b>**Deceased was a son of the late Captain King Hall, R.N., [this information was in error]</b> who, in his prime was considered to be one of the most effective officers in the service, and he leaves four children, two sons and two daughters. One son is an officer in the Royal Engineers, and the other a lieutenant in the Navy. One daughter is and at present resides at Newton Abbot; the other travelled with him from London on day last, and was with him until the end. The Deceased was 52 years of age. He was an experienced and able officer, and enjoyed respect and admiration of all who had associated with him, either in private life or associated with him, either in private life or official capacity as a naval officer.</p> <p style="text-align: center;"><b>Funeral at Portsmouth.</b></p> <p>The funeral of the late <b>Captain Hall, R.N</b> took place on Wednesday. The procession the Southern Railway Station at 1.30, and a battalion of seamen of the "<b>Excellent</b>" and "<b>Venom</b>" as a firing party under the command of lieutenant A. W. Ewart, and 200 Royal Marines of the "<b>Victory</b>", under the command of Major H. F. S. Thompson, attended. The following officers were the pall-bearers: - Colonel-Commandant Phillips C.B., R.M.L.I., Captain W Karsiala. Captain A. G. McKechnie, Captain Sir P Walker, Bart., Captain the Hon. F. W. Vereker, Captain F. Powell, C.B., Colonel Poore, R.M.A., and Commander C. L. Oatley. The funeral marches were played by the Royal Marine Artillery, and Captain Douglas of the "Excellent", had general charge the arrangements. ...."</p> <p><b>**Unfortunately the Newspaper also got William's father wrong.....</b></p>
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