

## Captain John Ronan

Captain John Ronan dedicated his time to putting together this exhibition of Ted Groom's images of old Steam Packet Crew, carefully identifying those pictured, some of whom he worked with himself on our vessels. This presentation includes both his own and Ted Groom's annotations, as well as Captain Ronan's story of his work on this project.

John Ronan was born at Glenchass Farm at Port St Mary in 1929, his education was limited to the Four Roads Central School from 1934 to 1943. Prior to going to sea he worked in the bakehouse – hence the early name of 'Baker'. He was a member of the Army Cadet Force and Home Guard before going to sea as a boy rating via the training ship *Vindicatrix* in September 1945.

He came from a family with long nautical associations with the Steam Packet and seafaring in general and his service with the Company lasted from 1945 to 1989. He served as a rating in the period 1945 to 1957 and during this time alternated between the Steam Packet Company, foreign-going and coastwise vessels as this was the accepted pattern of things in the early and mid 20<sup>th</sup> century. He served as a seaman and officer with John Stewarts of Glasgow, periodically from 1951 to 1957, and it was during this period that he met and married his Scottish lassie, Lizzie Lang of Grangemouth. His service as a Steam Packet officer lasted from 1958 until 1969.

Master: 1969 to 1986                      First Command: *Ramsey*, 1970

Captain Ronan served as an officer and Master on all of the company's vessels in his generation. He was Master of the *Ben-My-Chree 5* from 1973 to 1984 and the appointed Senior Master from 1977 to 1984. He was the Senior Sailing Master (after Commodore) from 1977 and his last command was the *Tynwald 6*. He lived in Castletown for most of his Steam Packet career and in retirement he accepted a position as Relief Officer with the IOM Fishery Patrol on mpv *Enbarr* for seven years. He also resumed the ancient nautical hobby of rope mat making – a nostalgic reminder of the days before the mast – and is still taking orders!

## Ted Groom 1882-1959

Recently there has come to our shores, a considerable collection of Mr Grooms photos, of the IOM Steam Packet Company, its ships and more importantly its people of the 1920's & 30's, all in a well preserved condition and annotated enough to put names on most faces; a previously unknown fundamental social history of our immediate predecessors. Therefore it is only right to give a potted biography in some tribute to the man, so as we can understand how he came to be among us and left us this amazing collection.

Only fair also that something should be said of his granddaughter *VICTORIA Groom WOOD*, without whom we may never have known just who this anonymous "*will of the wisp*" figure was! She has so kindly donated the Manx part of his collection indeed treasures, into my keeping; which once edited is for the Manx Nation. Our parts of his collections are only the tip of the Iceberg of his extensive nautical collections. Vikkie has written a delightful book '*TED'S CLACTON BELLE*' which is a biography of Ted and his family, tells his story, then now this visual collection of his photos tells us something of our heritage that was on the verge of being lost and how close to being so it was, as Lewisham their home was at the heart of the London Blitz, Bombs, Mines, Doodle Bugs V1's & V2's dropping around them. All the while our photo's lay in their attic during those five turbulent years and then another 50 before coming into Vikkie's keeping. For me it answers just how I have seen so many photo's of our previous generation, the information of which, was rather scant until now.

Ted we have learned was a Londoner, an ordinary Cockney working bloke, just one step up from a labourer with extraordinary hobbies for his time. His work was with the South Metropolitan Gas Company – which all I know of was that it was sited on the ground where the Millennium Dome now stands. Ted never went to sea as he wanted, his family talked him out of it but his interest in things nautical enabled him work on the company barges which brought him more in touch with the waterfront. From an early age considering, he was 18 at the turn of the 20<sup>th</sup> century, his No 1 hobby had to be his interest in the Paddle Steamers of the day, they being the principle mode of the then short sea travel and at the top end of the then technology. That unique interest would eventually bring him to our northern shores. As important his No 2 hobby was photography, which opened so many doors in his time, especially into our fraternity.

The catalyst that was to bring him to our shores was his particular affection for one paddle ship - the *La Marguerite* built 1894, a favourite cruise ship on the Thames in those early years. She was sold in 1904 to the *Liverpool and North Wales Steamship Co.* and there in turn became a favourite item on the Mersey. Around 1924 Ted learnt the old girl was to be scrapped - by then with his paddler connections Ted had a side line of selling Cruise tickets in Lewisham, this coupled with the marvellous domestic support he had from his womenfolk who subsidised all his whims and fancies with their back room dressmaking; it was thus how it enabled him to have enough wherewithal to travel up to Liverpool to have a last look at *La Marguerite*. Not only did he manage to have a sail on her to Llandudno but while at Liverpool discovered another coastal cruise passenger fleet with still a Paddle Steamer on its list - the IOM Steam Packet and because of that the Isle of Man itself.

At Liverpool he and his ladies decided to take a closer look at the Steam Packet and the Isle of Man, very much the northern holiday hot spot, so over they came. It is now apparent they fell for the charms of the Island but more especially the ships of the Fleet and their crews in particular.

We have to remember those men were the equivalent of today's airline pilots and crews, holding that same aura of glamour. The attraction was to last as they continued coming until the outbreak of war, September 1939. Ample evidence of course being that Ted was photo snapping all the time from the mid 1920's to August 1939. And just how did he break into the mystique of that age, the bridge for one thing was sacrosanct and those Captains were an autocratic unapproachable lot, he had to be of strong calibre to break into that circle. The difference, looking back from these times, had to be the magic of the camera: it was a relatively new and expensive technology indeed a luxury but one he had mastered technically and economically and so able to take those pictures, process and develop them himself, then send the precious photos back to our ancient brethren, this just had to be the open sesame! I can vouch from my own experience he would have been welcome in my time let alone eighty years ago. Maybe to use my own experience of photography I did not have a camera myself until well into the 1960's, just could not have afforded one, simple as that, and I am certain that none of my colleagues of that era of the thirties would be likely have one either, it was out of reach. So anyone that could take photos, in all their posing glory, produce the prints, send them back over and probably at free gratis, had to be a welcome guest! I do not have any evidence of him charging anyone or visiting us after the war, which makes these pictures all the more poignant.

The first inkling I had of a Mr Groom was when I was loaned the late Captain Tom Harrison's collection of photos in 2004, to assist in my research for the chapter I was preparing for the Steam Packet's 175<sup>th</sup> anniversary book. The occasional mention and appearance of this cloth capped gent came up and I wondered then, just who was this guy that seemed to keep popping up, "will of the wisp" like, had access to ships bridges, Captains, Chief Engineers, Company officials all and sundry. What puzzled me how did I not know of him? I being Steam Packet from 1945 and sailed with many of those captains and officers who appear on his photos. Most of my earlier senior shipmates were great anecdotists, especially the likes of Commodore Lyndhurst Callow. What was beating me was how did I never hear or tell of the presence of a Mr Ted Groom?

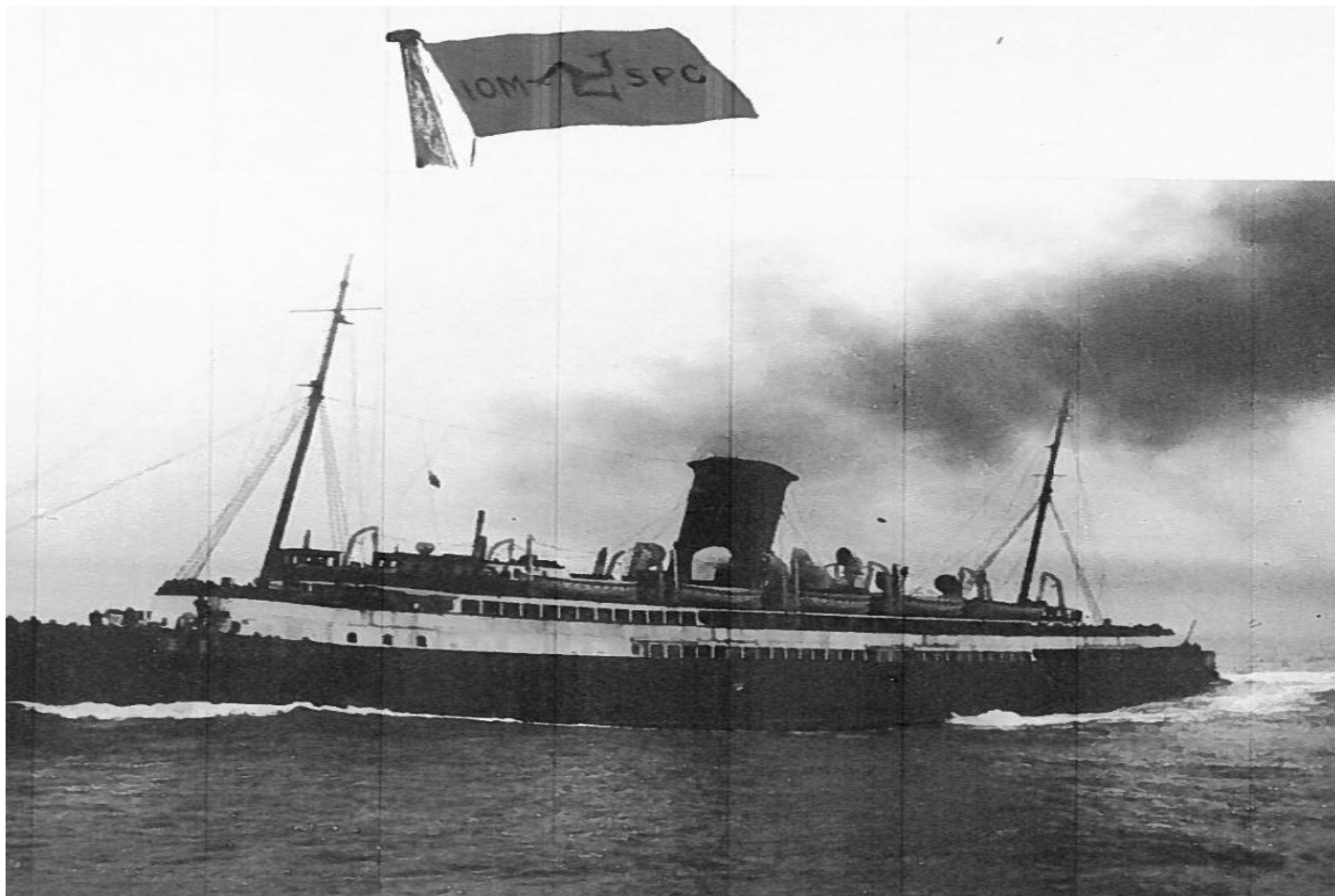
Fortunately and must have been meant to be, Victoria's book came on the scene only this past twelve months and the recent batch of photos this springtime, this enabling me to fill in those previous elusive spaces. It is fair to comment, thanks to Tom Harrison's and other's collections, the photos Ted Groom sent back in the 1930's to his friends and it seems Capt Ernie McMeiken was a particular favourite, is ample proof there has been a presence of Ted's photos on the Island since the 1920's. It would still be interesting if someone could turn up with more of his prints or at least knowledge of TED GROOM.

Since first compiling this biography another source of his photo's has surfaced, from the collection of Andrew Moore Esq of Balladoole, these are of Teds visit to the VICTORIA in 1929 with others and were probably part of the collection of Captain McMeiken.

A little twist in the tail of this tale. In 1982 after the reopening of the Fleetwood service, meeting new friends, one particular regular "contractor" *Ronnie Pye of Clitheroe*, my asking him to recommend a country holiday place, he suggested we try Harrop Fold Farm Guest House on the Bowland Hills above Clitheroe . This we did and an enchanting place it was. Through these latest events we have learned it was none other than Victoria's business and I had met then 30 years ago the lovely Vikki! Apparently a lot of Manx folk stayed there.

For the benefit of these displays all photos are Ted Groom's originals and have been copied and enhanced by Photofinish of Douglas.





## Ben-My-Chree

This is a classic Ted Groom work of art, paying his homage to the Steam Packet Fleet Commodore of the day, Captain William Cain of Douglas and his flagship Ben My Chree 3 of 1927. The style of the document with the ship and Master circled in the top corner (unseen here) was a speciality trademark of Ted's. There were several Steam Packet similar pictures, some must still be about, he made them as calendars for his special friends such as Ginger Bridson. There were many more done for the Thames Cruise ships and North Wales Company ship masters and are still in Victoria's possession. This one is from season 1930. He has depicted the man and his ship from his own photography and annotated around it (not shown) in his immaculate copperplate handwriting. The original document is still in the family possession.

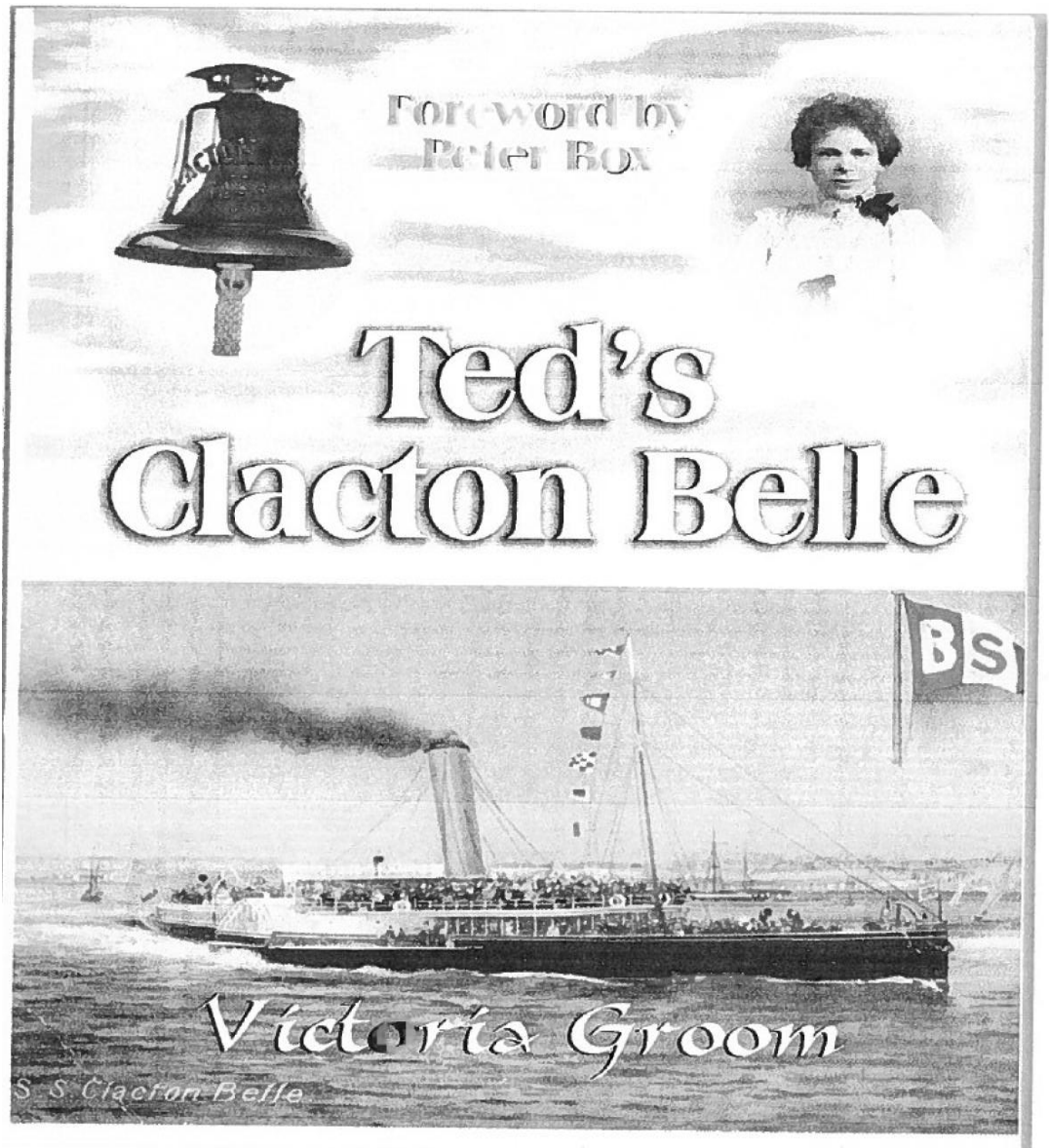
**Displayed is the front cover of *Ted's Clacton Belle* Victoria Groom's tribute to her family.**

**Featuring North East, Lewisham, Liverpool, Isle of Man, Ribble Valley and Dorking.**

"*Ted's Clacton Belle* is a tale of love realised, love sacrificed and love thwarted. His beloved Paddle Steamers are not at all 'butterfly boats', as they were nicknamed, they prove to be made of far stronger stuff and character, just like the people of that bygone era. The whole is a story of steam, gas, passion and wartime stamina, which resulted in one man's unique National Collection, which surely deserves preservation for its part of our heritage.

The Paddle Steamers not only gave so much pleasure, but due to them so many people's lives were saved, they have therefore truly earned the right to be remembered. Ted's lasting legacy surely belongs to the people.

The author Victoria Groom, a hill farmer's wife on the Lancashire/Yorkshire border, has lovingly and painstakingly researched and recorded the story of the inheritance from her grandfather, William Edward Groom's beloved collection, for other to appreciate."



Ted Groom in his back garden doing what he loved best, restoring the artefacts of old Paddlers, this one being a particular favourite from the La Marguerite.  
Est. 1930.



**The Groom House**  
**51 Ladywell Road, Lewisham, London**

Where the Isle of Man and its Steam Packet people's photographs were processed, then lay for three quarters of a century. Carefully stowed away, surviving the wear and tear of time but more so escaping the bombs of the Luftwaffe and worse the Flying Doodle Bug bombs, dropping out of the sky all around them.

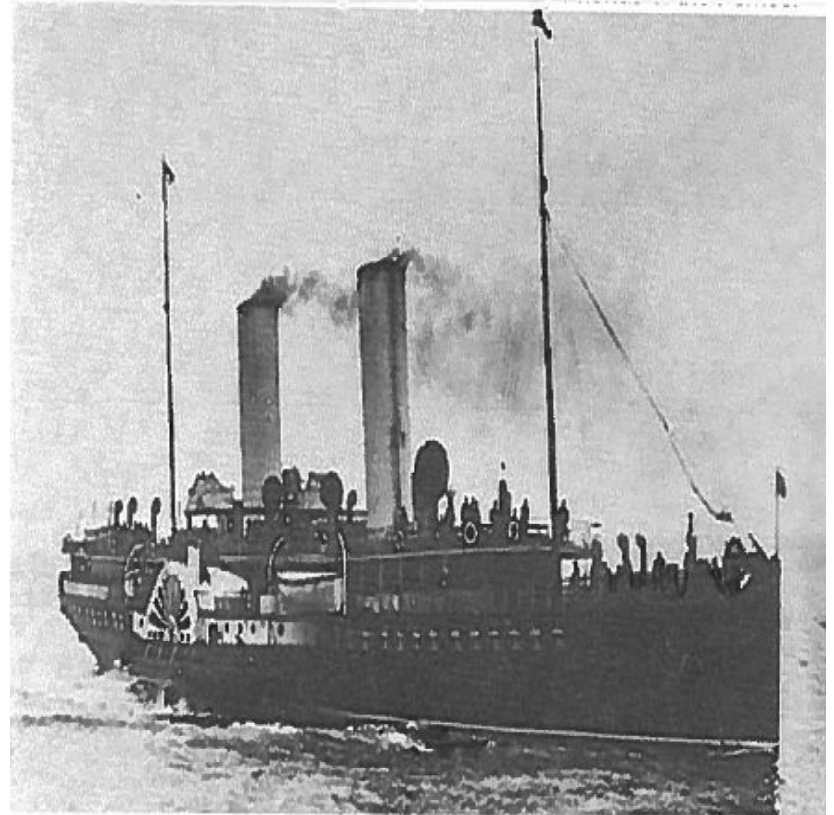
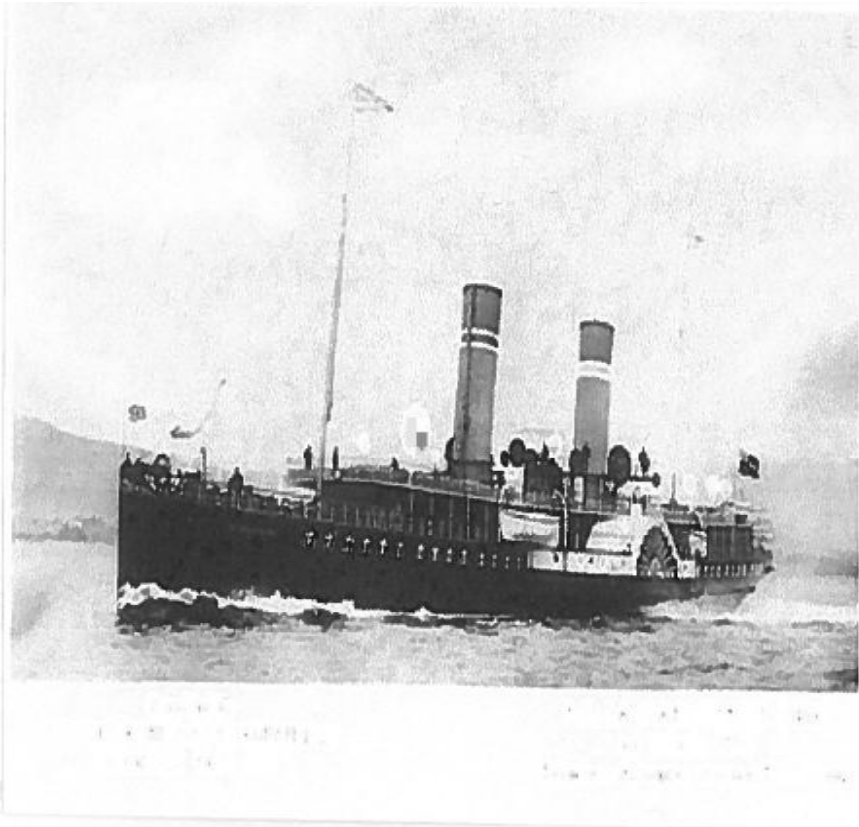
Also note the advert boards, posters and time tables for selling Paddle Steamer Cruises, which financed Ted's trips to our northern shores. Est. c1925



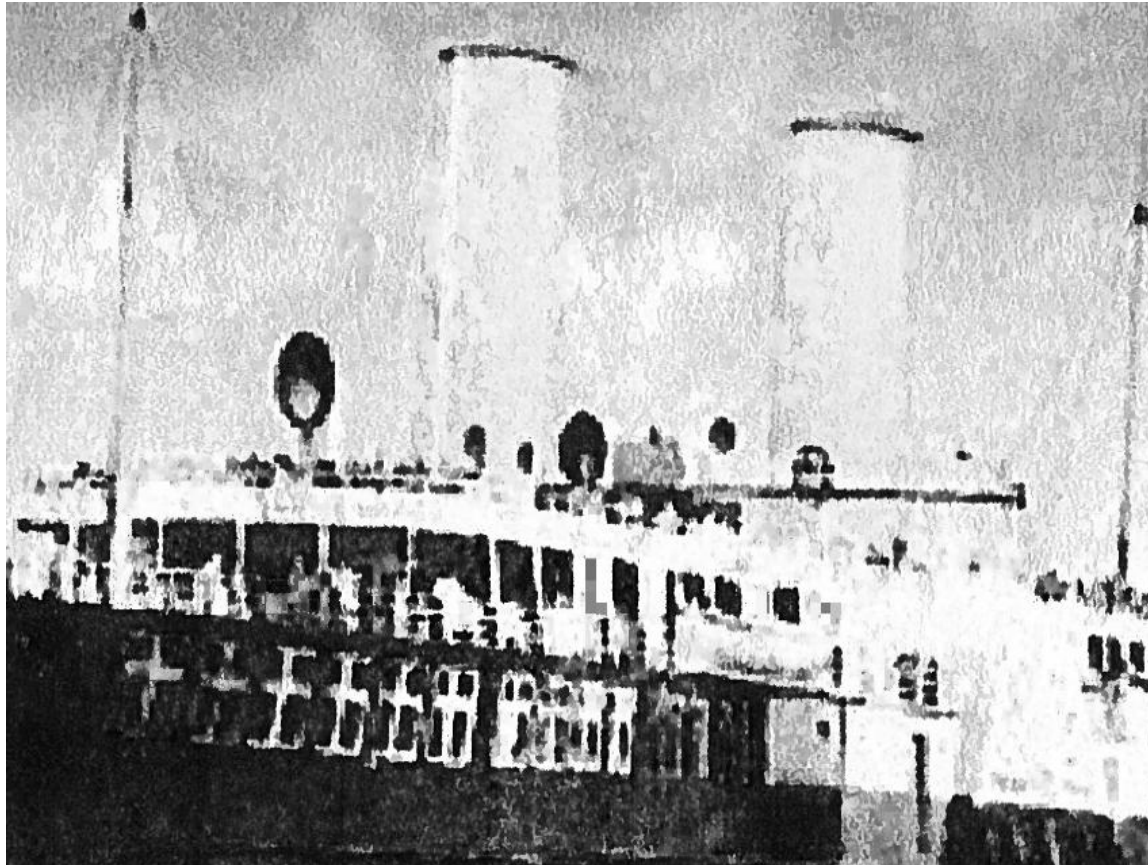
# La Marguerite

**Owned by Palace Steamers and Managed  
by Victorian Steamboat Association**

**Arriving Douglas, Isle of Man  
Photo by S.R. Keig  
She was chartered by IOM Steam Packet Company for 1919  
season**







## La Marguerite

Here in Liverpool and North Wales Steamship Company Livery: Estimate from the 1910s. Reports passed down from my father I understand she was very popular coastal cruise ship and by all accounts on both the Thames and Mersey, with full boats at every passage.

**The man himself, Mr Ted Groom, in a familiar pose with his flat cap and 1930s style Mac coat. He is seen here on the bridge of Ben My Chree 3 in August 1931 with the ship's Master Captain William Cain, Fleet Commodore.**



**Captain William Gawne of Peel. First Master on Lady of Mann 1 in 1930  
With Mr R S Thornber a Company Official from Blackpool, with a friend  
This must have been one of Ted Groom's first Steam Packet photos c1930/31**



Saturday 19<sup>th</sup> August 1939

A typical Saturday scene on Victoria Pier, Douglas at the height of the season, caught on camera by Ted Groom. Showing the Manxman 1 unloading a full complement of nearly two thousand passengers, and was more than likely the first ship in from Liverpool. So many cramming to get off caused the ship to heel toward the quay and those that have made it ashore filling the Pier, or as they used to call it 'blacking the pier'. This pattern continued until well into the 1970s – in my own time, until the quite sudden decline of our tourism. The vehicle on the Pier amply illustrates a 1939 vintage delivery van, while the stack of boxes I can only assume would be for fish or vegetables being carried on deck, or could be kippers awaiting for outward shipment.





Manxman's Master in 1939 was Captain P B Cowley from Peel, her Chief Officer Mr R J Clague of Castletown known as 'Hooley' Clague, his famous greeting when confronted with strangers was "I wouldn't have known thee from a crow", and Second Officer Tom Corteen of Douglas. They all survived the war; Captain Cowley was to be mentioned in Dispatches for Duty in the evacuation of Cherbourg – in the same Manxman not ten months later. The time General Rommel was quoted as saying "*who is that cheeky two funnelled steamer*" as she cleared the harbour under their Panzer noses. The Manxman had previously played a major part in the evacuation of Dunkirk. Captain Cowley's Mention Parchment is lodged in Peel Town Commissioners office.

Second Officer Tom Corteen after his war service, which took him to the Far East theatre of hostilities, continued his Steam Packet career, retiring 1972 and will be best remembered as the last Master of the 1930 Lady of Mann, some say he was the finest Master she ever had, so adept was he at handling her.

The most evocative and poignant of all Mr Groom's photographs has to be his portraits of the crew of the **Mona's Queen 3**. From documentation of the crew lists of the summer of 1939 and Ted's own hand writing with the date pencilled on the back, these photos we now know to have been taken on 17<sup>th</sup> August 1939, just a few short days before the ship was requisitioned to go to war, never to return. Some of those faces looking out at us, were likewise lost on that fateful day in May 1940. That he, Ted Groom, is seen and was included in one of these shots, clearly illustrates the affection he must have held by those sailor men. That esteem must have resonated through the fleet as he appears so many times with our people, of one ship and its crew or another. It has long been a query just who organised and took that shot of the 'Queen' and her crew, which is so revered on the Island, on display at the House of Mannannan at Peel. Now 72 years on, by this remotest of chances thanks to the expedience of the internet and the network of Paddle Ship Preservation Societies of Britain we at last learn it could be nobody else but Ted Groom in this instance, with the cooperation of Captain Radcliffe Duggan and his Officers.



Top Row

**Randolph Underhill**  
**A.B. Ramsey**

Egerton Watterson  
Bosun, Port Erin  
Awarded DSM

Fred Crebbin  
A.B. The Howe

Henry Maddrell  
A.B. Glenchass

Willie Lord  
A.B. Ramsey

William Salter  
A.B. Liverpool

Frank Callow  
A.B. Peel

Eb Cannan  
A.B. Peel

Middle Row

James Collister  
A.B. Port St Mary

Frank Watterson  
A.B. Port Erin

Freddie Watterson  
A.B. Port Erin

Jimmy Hall  
A.B. Glen Maye

**Tom Duggan**  
**Lamptrimmer**

**Paul Kelly**  
**A.B. Port St Mary**

Edward Kelly  
A.B. Peel

Jack Sansbury  
A.B. Port St Mary

Bottom Row

**Charlie Cannell**  
**Carpenter, Peel**

Bob Clucas  
Chief Officer, Douglas

Radcliffe Duggan  
Captain, Douglas  
Awarded DSC

Edwin Cregeen  
2<sup>nd</sup> Officer, Glenchass

**Roy Gallagher**  
**Purser, Douglas**

Eric Ambler  
Radio Officer, Blackpool

Rows read R-L

**N.B Those names in bold were Lost at Dunkirk**



## Officers Muster

This photo would be taken on the same day as the other MQ3 crew musters. It is of the officers of the ship with the notable inclusion of Mr Ted Groom.

I was told by a friend of the Steam Packet Commander Harold Thornber of Blackburn, that his brother Robert Thronber of Blackpool took the shot. Apparently there were shouts of 'Come on Ted let's get you in this one!'

### Top Row

Tom Varley  
Purser, Douglas  
**Barrow**

**Charlie Cannell**  
**Carpenter, Peel**

Ted Groom

Edwin Cregeen  
2<sup>nd</sup> Officer, Glenchass

**H. Neilson**  
**3<sup>rd</sup> Engineer,**

### Bottom Row

Bob Clucas  
Chief Officer, Douglas

Radcliffe Duggan  
Master, Douglas

**Harry Barwell**  
**Chief Engineer, Douglas**

**Bob Kneale**  
**2<sup>nd</sup> Engineer, Douglas**

Rows read R-L

**N.B Those names in bold were Lost at Dunkirk**

A collection of Ted's photographs contributed by  
Andrew Moore of Balladoole



**Snæfell 1929**

Preparing for departure at Heysham, with territorial soldiers on way to  
camp on IOM



## Victoria Pier, Douglas

c.1930 to 1932

From left, could be one of four vessels. By seeing Heysham sign it is probably *Snaefell*  
*Ben My Chree 4* in No 3 berth, always the Liverpool boat berth.

Across the Pier in No 2 berth, *Lady of Mann 1* – a new ship, designated for Fleetwood. As her hull was black, it dates her as pre 1933, that being the year of the top two ships changed the hull livery to all white. The new *Mona's Queen 3* joining them as all white in 1934

The stern end of the ship in No 1 has to be another conventional of the fleet and unrecognisable.



**Victoria 1929**

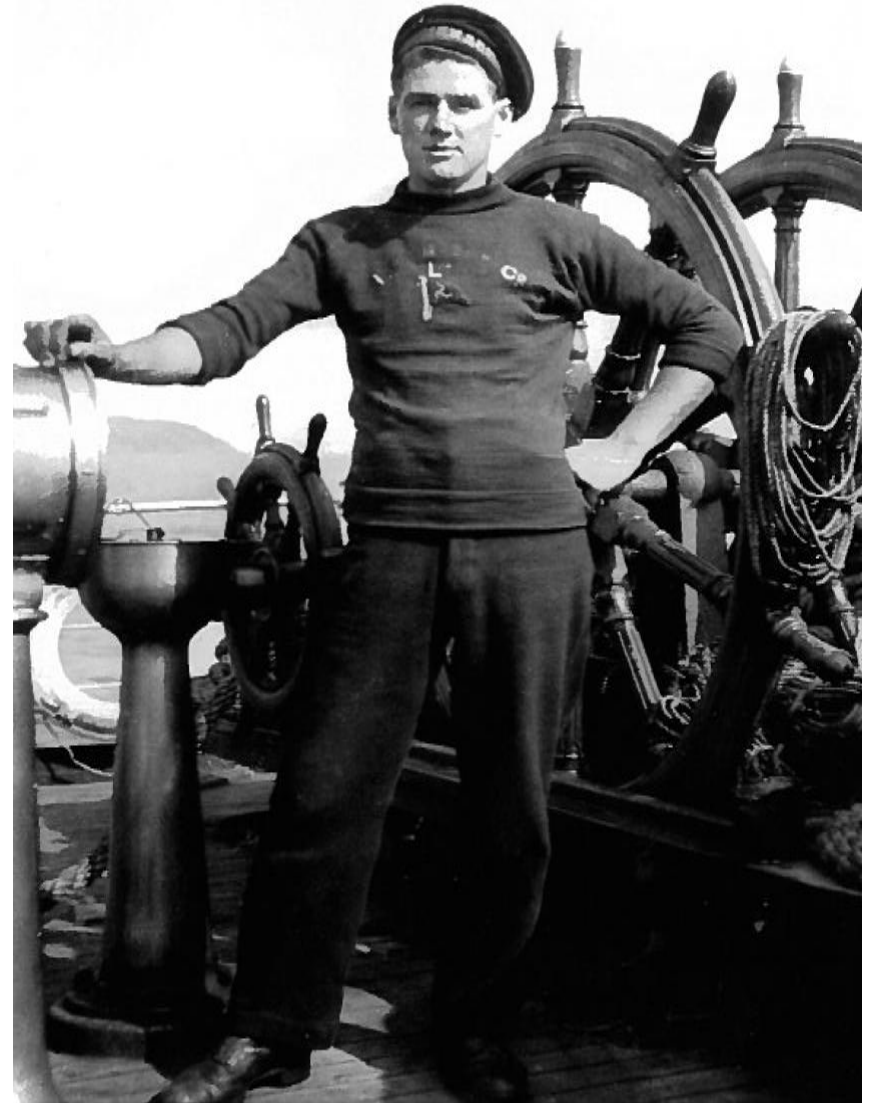
Sadly, **Unknown**, possibly a member of  
Barrow crew



**Victoria 1929**

**Willie Cowell AB of Peel**

A character in his own right, a personal shipmate  
Carried the nickname 'Coathanger' or 'coatie'  
He was still around the ships into the 1960s



**Victoria 1929**

**Jimmy Reader AB of Barrow**

On a personal note, it was Mr Reader's job on Lady of Mann in 1954 that he left through ill health, which allowed me to fill his position and get my toe in the door for the next 35 years!

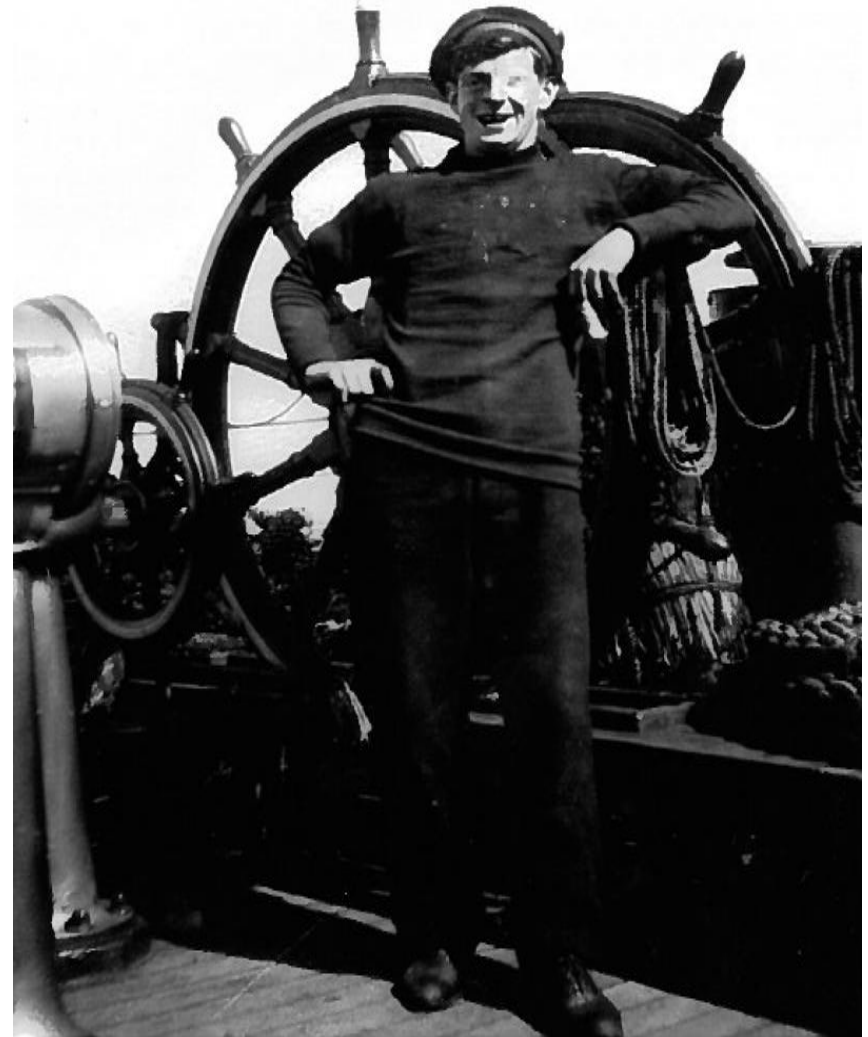


**Victoria 1929**

**Cecil Canepa AB of Douglas**

Went on to sail as Second Officer from 1935 up to war, when like his contemporaries he was paid off due to the loss of ships.

He died a young man towards the end of the war years.



Victoria 1929

**Nelson Brown**  
Of Ramsey

**Tommy Barlow**  
of Douglas

**Cecil Canepa**  
of Douglas



Victoria 1929

L to R:

**Louis Merriefield** from Surby, **Tom Hudson** from Port St Mary, **Nelson Brown**, **James Watterson** from Port Erin, **Jack Blundell** from Barrow



Victoria 1929

James Watterson

Wilfred Curphey

Ballbeg, Carpenter

Ernie McMeiken

From Peel



Snaefell 1938

Most Unknown

Right of the wheel **Eddie McMeiken** from Peel

Bottom right could be **Willie Watterson** from Port Erin



**Victoria 1929**

L to R:

**Louis Merrieffield, James Watterson,  
Jack Blundell**



**Victoria 1929**

L to R:

**Louis Merrieffield, Unknown, Tom Hudson,  
Jack Blundell**



## Victoria 1929

### Unfortunately **Unknown**

Clearly men of the Engine Room with the ship's Purser, whose name could be Kelly?



## Victoria 1929

### James Watterson AB and Cecil Canepa AB





**Victoria 1929**

**Study of a Steward, Unknown**

Ship close behind is the **Ben My Chree 4** a new ship



**Victoria 1929**

**Group of the ship Stewards**

Most would be from Liverpool, all **Unknown**

I believe man on the right was the ship's barber – all vessel's had at least one on board!





## Snafell 1938

Deck Crew Group

Most are **Unknown**

Bottom left is **Eddie McMekien** Bottom right is **Willie Watterson**



Victoria 1929

**Ernie McMeiken AB and Willie Cowell AB**  
Young lad in lifebuoy a Steward, **Unknown**



Victoria 1929

**Ernest McMeiken AB**  
Second Officer 1932, Chief Officer by 1935  
1948-1971 Master  
1969-1971 Fleet Commodore



Victoria 1929

**Captain Arthur Lee**

Douglas

This must have been his appointed ship for the season



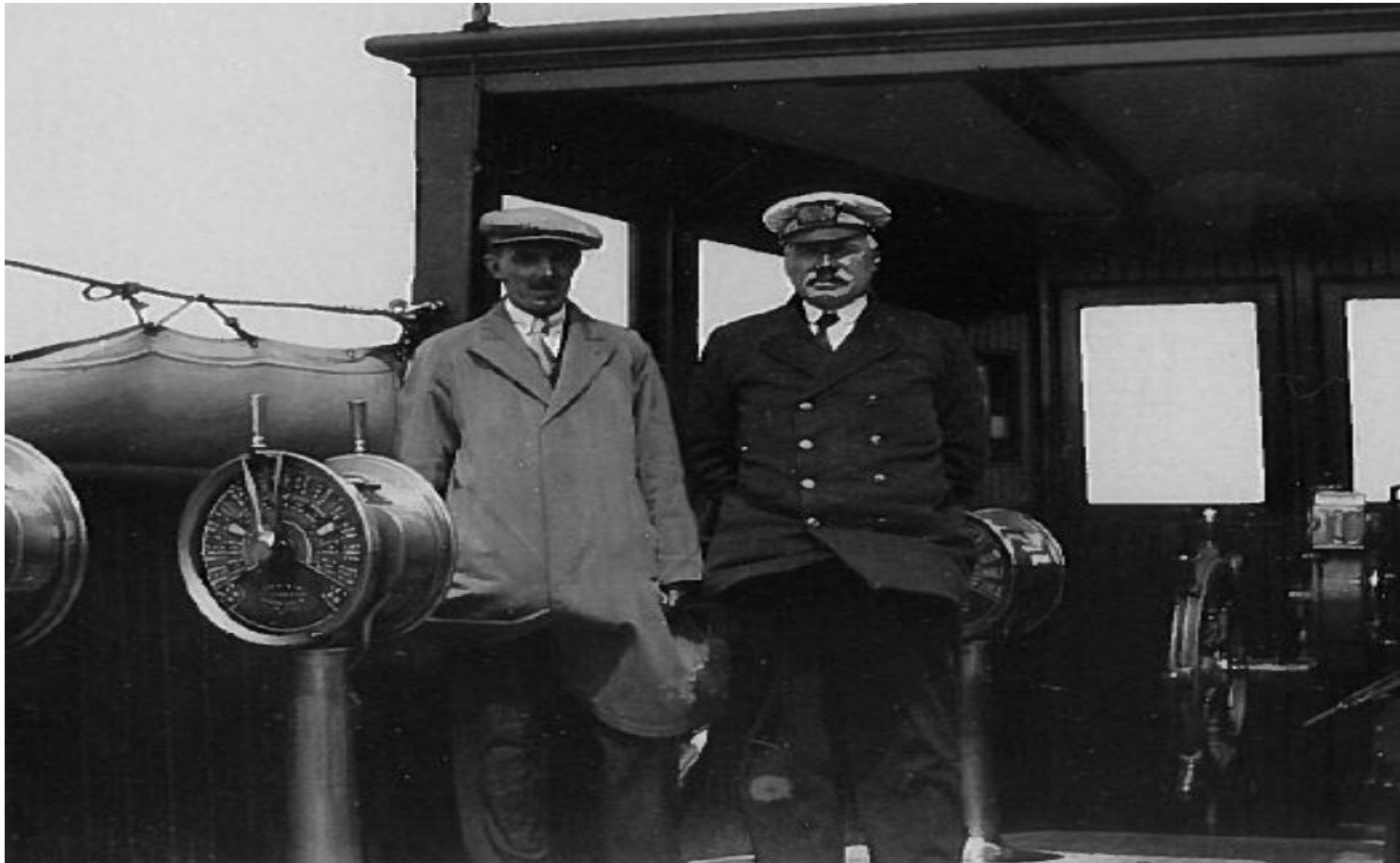
Victoria 1929

**Unknown**

safe to assume was ship's purser



The following images were all contributed by Victoria Groom



**Ted Groom with Fleet Commodore Captain Wm Cain on the bridge of Ben My Chree 4**

August 1931

**Snaefell 1929**  
**Captain Bill Watson**

Peel

A most revered Ship Master, died in harness while Master on Mona's Queen 3, 1937, adding to the sobriquet of MQ3 being a widow maker



**Manxman 1 1934**

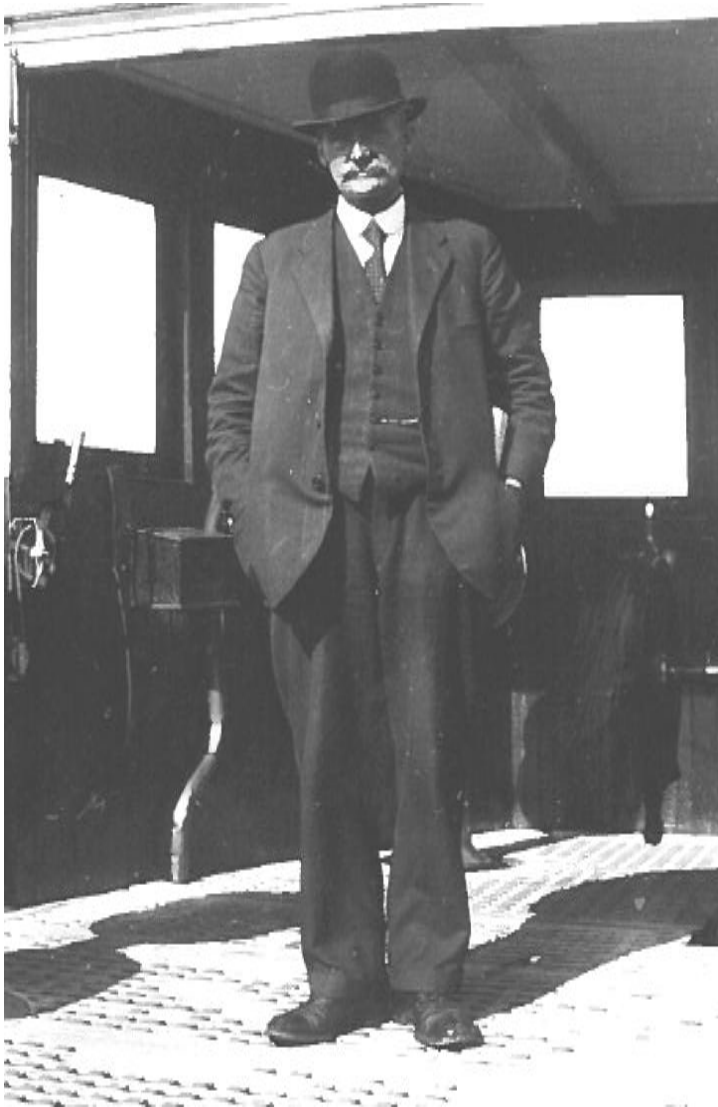
**Captain Arthur Lee**

He too died in harness while Master on MQ3



**Ben My Chree 4**  
1930  
**Mr John Halsall**

IOMSPC Marine Superintendent 1916 to 1933



**Monas Isle 4**  
1933  
**Captain Thomas Quayle**

Originated from a croft called the Wallag on slopes of South Barrule, hence known as 'Tommy the Wallag'



Monas Isle 4

1933

**Captain T Quayle and Second Officer John Craine**

Both Castletown, Mr Craine served with Royal Navy in WWII and became Captain 1957 to 1968



Monas Isle 4

1935

**Second Officer Edwin Cregeen**

Of Glenchass, with a friend – could be Mr Willie Kinley of Port St Mary





King Orry 3

1933

**Captain Crawford Kinley**

From Surby, made Marine Superintendent in December 1933,  
first active Marine Officer to hold the position until 1957



King Orry 3

1933

**Captain Crawford Kinley and Second Officer Lyndhurst  
Callow**

Callow of Douglas, promoted Master 1946,  
Fleet Commodore 1969-70



**King Orry 3**

**1933**

**Captain C A Kinley with Unknown Lady**



**King Orry 3**

**1933**

**Master Edward Kinley**

Went to work at sea his whole life, in Steam Packet and  
Merchant Navy

Never aspired to Officer heights

Died in 2007, aged 86

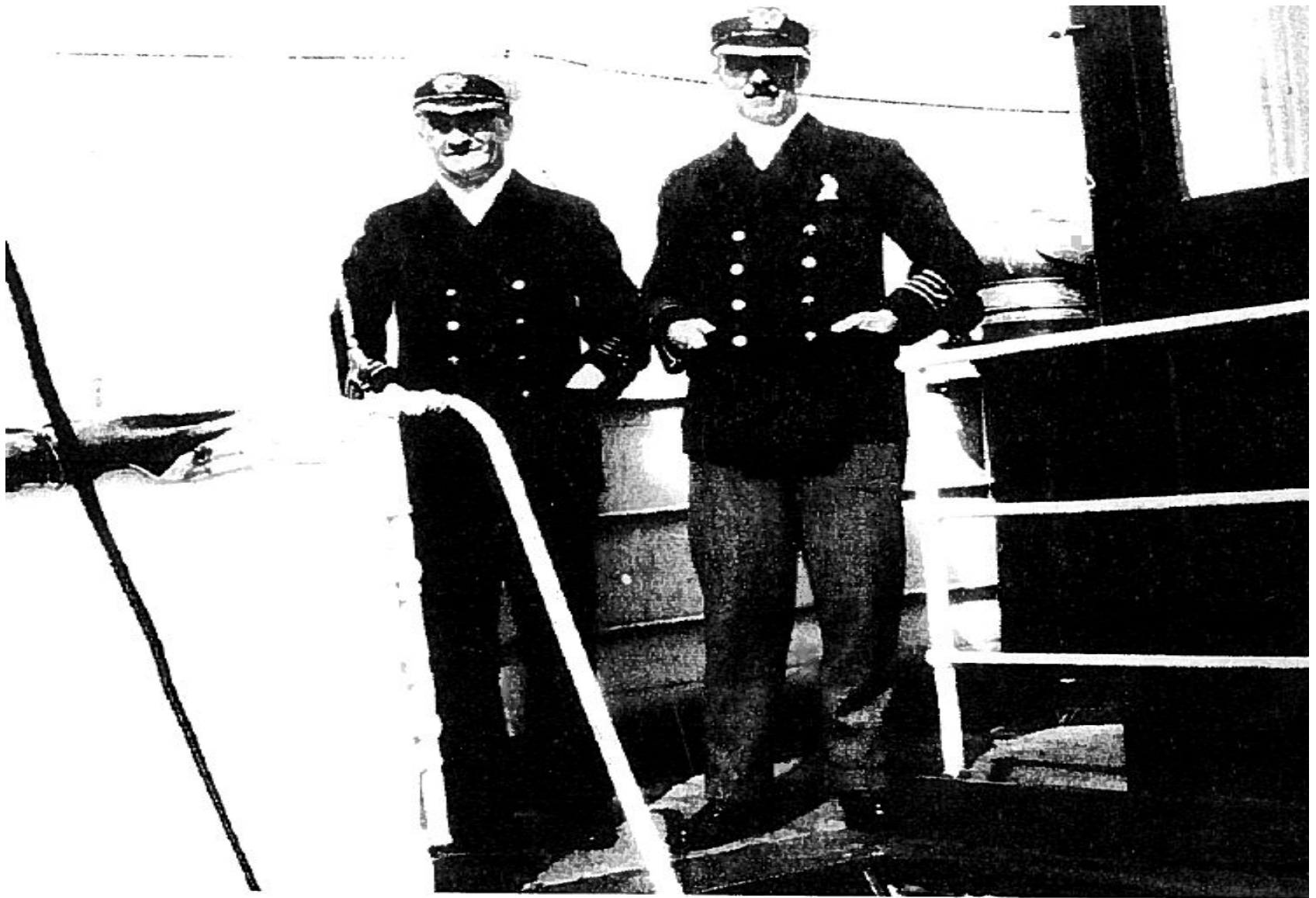






### **Group on King Orry 1933**

**Captain Crawford Kinley, Mrs Fanny Groom of London,  
Mr and Mrs Gimblett, Mrs Kinley and Master Edward Kinley**



**Captain Wilf Qualtrough and Ted Groom  
Bridge of Fenella 1938**

**King Orry 3**

**1933**

**Chief Officer Fred Collister and  
Captain Kinley**



**King Orry 3**

**1933**

**Second Officer Lyndhurst Callow with Mrs  
Fanny Groom**



**Viking 1931**

**Captain Robert Clucas Senior**

**Ship Master 1914 to 1937**



**King Orry 3**

**1933**

**Captain Crawford Kinley**



**Manxman 1**

**1935**

**Chief Officer Ted Farrington and  
Second Officer Frank Cannell**



**Manxman 1**

**1935**

**Chief Officer Ted Farrington**

Of Laxey, promoted to Master 1938 to 1940, served as Chief Officer  
on Manxman until retirement in 1948



**Manx Maid 1**

**1938**

**Chief Engineer Bob Cojeen of Douglas and  
Second Officer John Kerruish of Maughold**



**Monas Isle 4**

**1933**

**Chief Officer Herbert Crellin of Peel  
Master 1937 to 1960**



**Manx Maid 1935**

**Captain P B Cowley**  
with **Chief Officer Ernie McMeiken** and  
**Second Officer Jimmy Canaan**



**Manx Maid 1935**

**Captain P B Cowley**

Master 1933 to 1957  
Fleet Commodore 1955 to 1957  
Mentioned in Dispatches 1940





## Manx Maid 1937

### Captain Oscar Taylor with Second Officer Cecil Canepa



## Manx Maid 1

1937

### Captain Oscar Taylor

From Port St Mary, Officer from 1921  
Master 1934 to 1957, brought out Tynwald 5 as a new ship  
in 1947





**Manx Maid 1**

1937

**Second Officer Cecil Canepa**

From Douglas, Second Mate 1935 to 1940

Died a young man



**Monas Isle 4**

1938

**Captain James 'Ginger' Bridson**

Of Castletown, Master on the Peveril 1934

Master 1934 to 1958, brought out two new ships



Monas Isle 4

1938

**Captain Ginger Bridson with Daughter Betty  
and Friend**



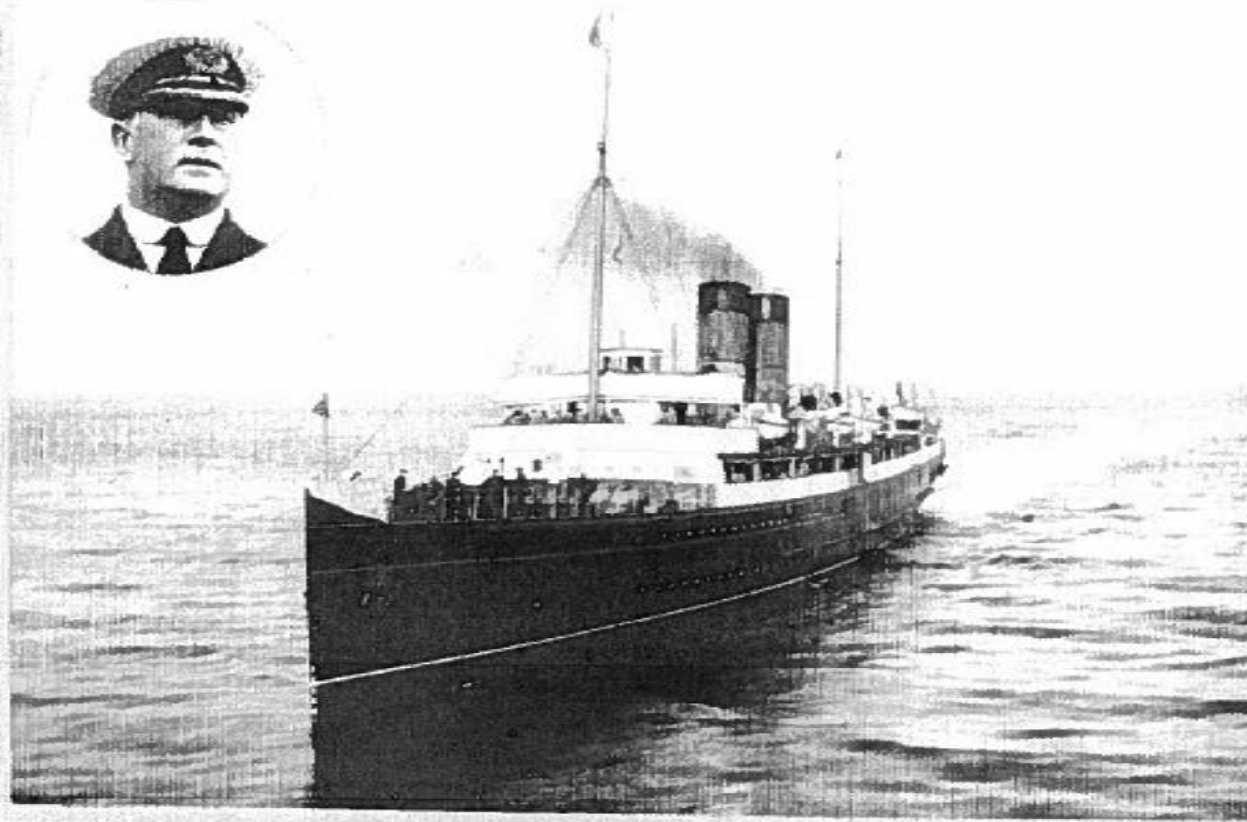
Monas Isle 4

1938

**Captain and Mrs Bridson**

He referred to his wife as 'Auntie' when the sparks would be flying!





n. [ ] "MONA'S ISLE" [ ]

## Monas Isle 1938

This was the Christmas greeting in the way of a home made calendar Ted Groom sent out to his special friends such as the Captains and of course the ubiquitous Ginger would be no exception. This unfortunately is the only one – and it is a copy, we have his pre-war Steam Packet samples. There must have been many more and it does extol Ted's photographic and graphic talents. His granddaughter Victoria has in her collection of his memorabilia several similar that were sent to the Thames cruise ship captains and also from our area those to the North Wales captains. Such a design and product from an ordinary bloke in a back room of the 1930s would not be amiss in the technically advanced world of today.

**Ben My Chree 1939**

**Carpenter Mr W Quirk of Ramsey  
With Mrs Quirk**



**Lady of Mann 1**

**1938**

**Daughters of Chief Officer WM Sanderson**

**Mate on the Lady 1934 to 1946**

**L to R:**

**Mabel, Pam, Rosina**



**Peveril 1938**

**Chief Officer Willie Cowley**

Of Port St Mary

Seconded out of Company in war, survived but never returned



**Peveril 1938**

**Chief Officer Willie Cowley with  
Mrs Evelyn Cowley nee Qualtrough**



**Ben My Chree 1938**

**Captain John Comaish**

Of Kirk Michael, Master 1920 to 1938

Fleet Commodore 1937 and 1938



**Ben My Chree 1938**

**Captain and Mrs Comaish**





Ben My Chree 1938

**Captain John Comaish with  
Chief Engineer Wm Craine**

Craine became Superintendent Engineer 1946 to 1957



Ben My Chree 4

1937

**Captain John Comaish  
Chief Officer Tom Corkill of Laxey and  
Second Officer Johnny Craine of Castletown**





Ramsey Town 1935

**Second Officer Jack Cain**

Of Douglas, previously served as a Carpenter



Lady of Mann

**Captain Robert Clucas Snr**

Of Douglas  
Fleet Commodore 1935 to 1936



**Snaefell 1939**

**Chief officer Ernest McMeiken**

Master 1948 to 1972  
Fleet Commodore 1970 to 1972



**Victoria 1934**

**Chief Officer R J Clague**

Of Castletown  
C/O of Manxman at Dunkirk



**Victoria 1938**

**Purser Mr Fleming**



**Fenella 1938/39**

**Purser Mr Hargreaves**



**Victoria 1938**

**Stewardess Mrs M Kendall**



**Ben My Chree 4**

**1938**

**Stewardess Mrs Marsh**



**King Orry 1938**

**Stewardess Mrs Y Nicholas** of Ramsey  
**Friend** – probably a Cashier or Buffet Lady



**Possibly Fenella 1939**

Lady looks very like **Annie Curphey**



**Fenella 1938**

**Unknown Stewardess**



**Captain Hugh Doran**

**Chief Harbour Master of Douglas and the  
Isle of Man**

Not a Steam Packet Officer





**Monas Queen 1938**

**Chief Engineer Jackie Thornton**



**King Orry 1939**

**Chief Engineer Stanley Cowley**





**Peel Castle 1938**

**Chief Engineer Jim Beckerleg**



**Victoria 1938**

**Chief Engineer Mr Leslie**



## **Monas Queen**

**Chief Engineer Mr H Barwell**

Mr Barwell was lost at Dunkirk



## **Tynwald 1939**

**Chief Engineer  
Mr J Thornton**



**Fenella 1938**

**Chief Officer J Eddie Quirk**

From Bradda, Master 1946 to 1969

Fleet Commodore 1965 to 1969

Was on Fenella when sunk at Dunkirk



**King Orry 1939**

**Chief Officer Tommy Cain DSC**



## Fenella 1938

L to R:  
Second Officer Tom Cubbon  
Chief Officer Eddie Quirk  
Purser Mr Hargreaves



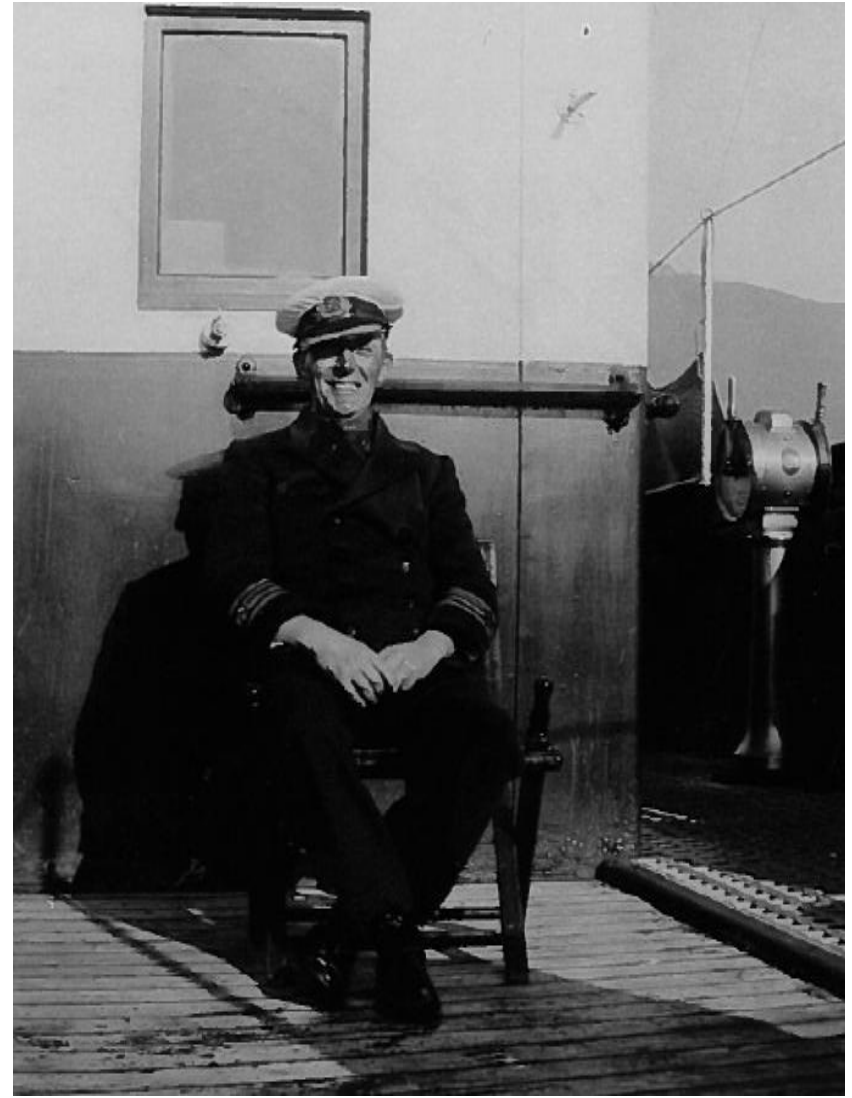
## King Orry 1936

Captain George Woods and  
Chief Officer Tom Corkill



King Orry 1935

**Captain George Woods**  
of Castletown  
Fleet Commodore 1939 to 1940



Tynwald 1938

**Captain Jack Keig and  
Chief Officer J H Whiteway**

Whiteway was in charge of Tynwald at Dunkirk  
and awarded DSC



Tynwald 1938

**Captain Jack Keig**

Tallest SP Master

Master on Victoria when mined in 1940 and at DDay





**Tynwald 1939**

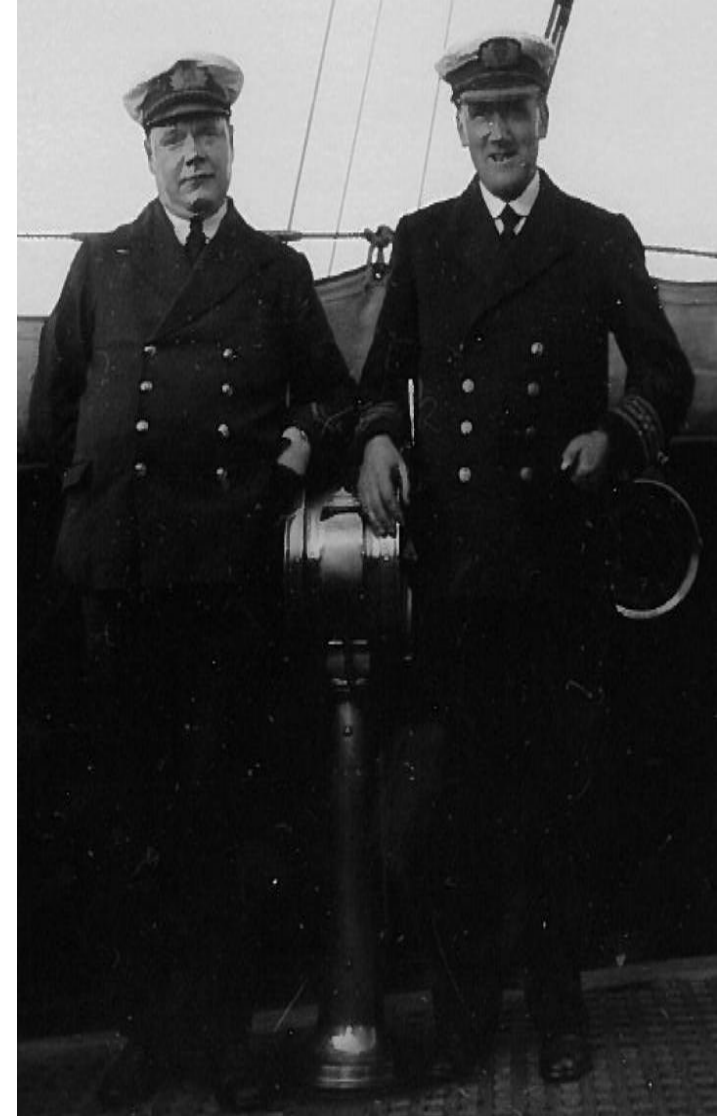
**Captain J Keig  
Chief Officer J E Quirk  
Second Officer Alan Watterson**

Watterson awarded DSC for services at Dunkirk, but later lost in Atlantic



**Tynwald 1938**

**Captain J Keig and  
Chief Steward H Naylor**





## Monas Queen

### Captain Duggan with Mrs Duggan



Ramsey Town 1934

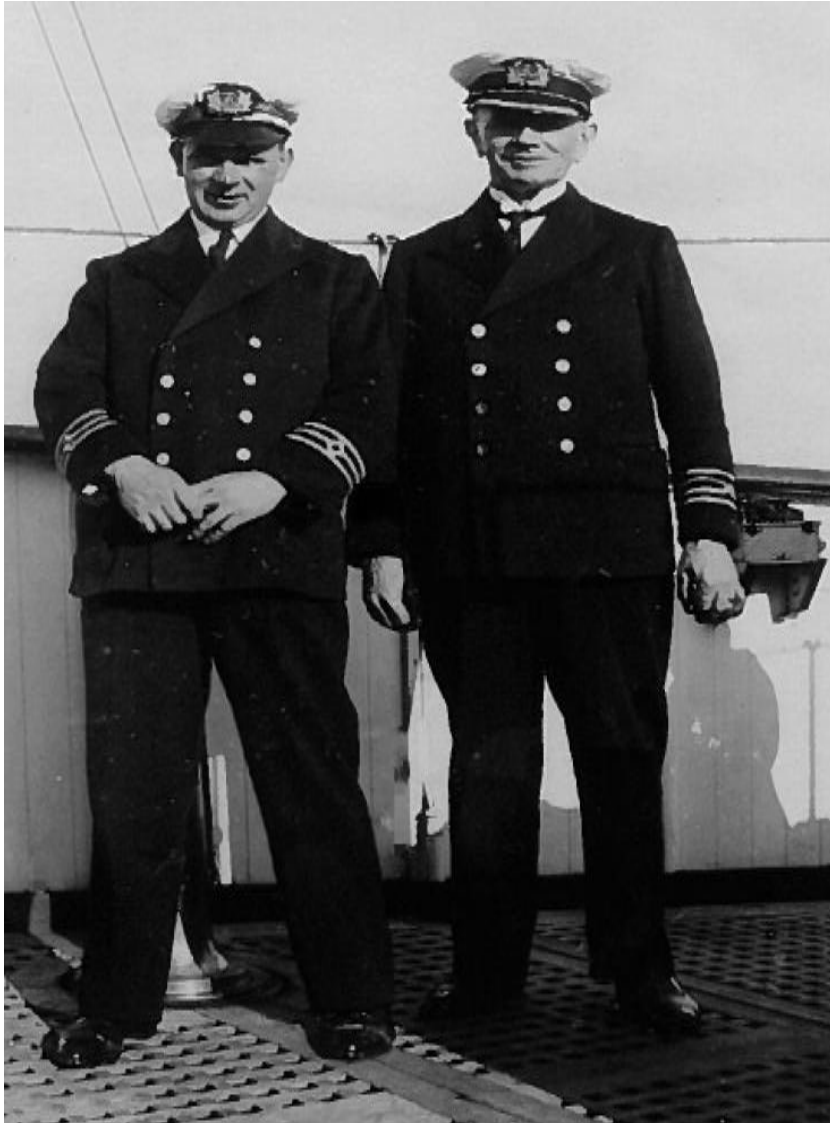
### Captain Radcliffe Duggan DSC

Master 1929 to 1946  
Master on Ben My Chree at D Day



**Monas Queen**  
August 1939

**Captain Duggan and Chief Officer  
R Clucas**



**Monas Isle 1935**

**Captain Duggan with Chief Officer J  
E Quirk**



**Fenella 1938**

**Captain Wilfred Qualtrough  
Of Douglas**



**Lady of Mann 1939**

**Captain Tom Woods OBE  
Of Port St Mary  
Master 1927 to 1946  
Fleet Commodore 1940 to 1946  
At D Day**



**Ben My Chree 1939**

**Captain George Woods**



**Ben My Chree 1939**

**Captain and Mrs George Woods**





**Monas Queen 1939**

**Stewardess Anne Curphey**

**Tynwald 1939**

**Chief Officer J H Whiteway**

Awarded DSC for services at Dunkirk





**Tynwald 1939**

**Captain J Keig**

**Chief Officer Naylor**

**Second Officer  
W Kissack**

**Chief Steward H Naylor**



**Ramsey Town 1934**

**Captain Radcliffe Duggan**



**Monas Queen  
August 1939**

**Captain Radcliffe Duggan and  
Mrs Duggan**



**Monas Queen  
August 1939**

L to R:  
**Captain R Duggan Chief Officer R Clucas  
Second Officer E Cregeen**



**Manxman 1938**

**Captain Radcliffe Duggan and  
Second Officer Tom Corteen**





Tynwald 1938

**Second Officer  
Westby Kissack**  
Of Douglas

On **Fenella** when  
sunk at Dunkirk  
On **Manxman** during  
exploits at Cherbourg

Seconded out of  
Company 1940  
Returned 1944

Master

1957

Fleet Commodore

1972 to 1973

Marine

Superintendent

1973 to 1977

Upon retirement held  
title of Reverend





**Fenella 1939**

**Second Officer  
Alex Clucas  
Of Douglas**

Steam Packet from 1932  
Officer from 1934

Father, Bob Senior,  
Commodore 1935 to 1937

Brother, Bob, a Master

Died 1961 whilst  
Master of the Peveril  
aged 56





On the Left  
**Fenella 1938**

**Second Officer  
Tom Cubbon**  
Of Port St Mary

Senior Chief Officer of  
Lady of Mann 1  
for many years

On the Right  
**Victoria 1939**

**Second Officer  
Harry Collister**  
Of Port St Mary

Seconded out of Company  
during the war

Returned and made  
Master 1965





On the Left  
**Lady of Mann 1 1938**

**Second Officer  
Alan Watterson**  
Of Douglas

Awarded DSC for services on  
Tynwald at Dunkirk

Lost his life later in the war  
when his ship **Nova Scotia**  
torpedoed in Indian Ocean

On the Right  
**Manxman 1 1938**

**Second Officer  
Tom Corteen**  
Of Douglas

Master  
1960 to 1972  
Last Master of Lady of Mann 1





**Ben My Chree**  
**16<sup>th</sup> August 1939**

**Chief Officer Tom Corkill**  
With  
**Mrs Kate Corkill**  
And  
**Sons James and Edward**

Mr Corkill promoted  
Master 1946  
Marine Superintendent  
1957 to 1968



**Ben My Chree**  
16<sup>th</sup> August 1939  
**Second Officer John Craine** and Mrs Lillian Craine  
Was Royal Navy during War  
Master 1957 to 1968



**Ben My Chree 1938**  
**Captain John Comaish**  
Of Kirk Michael  
Fleet Commodore



\*\*Apologies for image distortion during scanning\*\*

Fenella 1938

**Mr Hargreaves**  
**Ships Purser**



Tynwald 1939

**Mr J Kelly**  
**Ships Purser**  
Of Douglas





**Tynwald 1939  
on The Bridge**

L to R:

**2nd Officer  
Westby Kissack**

**Captain  
Jack Keig**

**Chief Steward  
H Naylor**

**Purser  
J Kelly**

**Chief Engineer  
Jack Thornton**

**Chief Officer  
J H Whiteway**

**Radio Officer  
Unknown**



**Viking  
On River Thames during War**

L to R:

**Chief Officer  
Lyndhurst Callow**

**Unknown**

**Captain (seated)  
Archie Holkham**

**Unknown**

**Third Officer Sidney Clarke**

**Second Officer Jack Cain**







# **Victoria 1929**

**L-R Back: Tommy Barlow James Watterson Jack Kelso**

**Louis Merrifield**

**L-R Middle: Jimmy Reader Nelson Brown Ernie McMeiken**

**Bill Postelthwaite Jack Blundell**

**L-R Front: Willie Cowell Cecil Canepa J H Whiteway**

**Cptn Jack Morrison Tom Corkill Jack Cain**

**Tom Hudson**



**Snæfell 1938**

**L-R Back: RO Fox T Gelling J Kelly A Corkish John Moore**

**L-R Front: Unknown Jim Beckerleg Captain Archie Holkham  
Ernie McMeiken Cecil Canepa**



# Snaefell 1939

Back Row:

Second from Left **Eric Nicholas** The Rest Sadly **Unknown**

Middle Row:

**Unknown**

**Unknown**  
**Unknown**

**Harvey Costain**  
**Edward McMeiken**

**A Corkish**

Front Row:

Unknown

Ernie McMeiken

Jim Cannan

John Moore and Cat

Captain Albert Whiteway



# **Snaefell 1938**

## **L-R Back:**

**Unknown**

**Harvey Costain**

**Joe Salthouse**

**Unknown**

**Unknown**

## **L-R Middle:**

**John Moore**

**Next 5 Unknown**

**Cecil Canepa**

## **L-R Front:**

**Edward McMeiken**

**Unknown**

Photo Courtesy of John Moore Junior, Crosby  
Unconfirmed whether a Ted Groom





**Tynwald 3  
1928**

**Back Row:  
Firemen**

**Back 2, Sailors:**

<b>Tommy Barlow</b>	<b>Willie Karran</b>	<b>Willie Corrin</b>	<b>Unknown</b>	<b>Unknown</b>
		<b>Toni Kelly</b>	<b>Unknown</b>	

**Middle Row:**

<b>Unknown</b>	<b>Walter Kelly</b>	<b>Unknown</b>	<b>Purser</b>
	<b>Carpenter</b>	<b>W McDonald</b>	<b>Last 3 Unknown</b>

**Front Row:**

<b>Unknown</b>	<b>Unknown</b>	<b>George Kinley</b>	<b>Capt JJ Quirk</b>
	<b>Jim Beckerley</b>	<b>Last 3 Unknown</b>	



**Victoria Groom Wood, Ted Groom's granddaughter, on her visit to the Island 6<sup>th</sup> April 2011. With husband Peter Wood on left, and being given a guided tour of The Manx Parliament by Geoffrey Corkish MBE MHK. Geoff was formerly the Steam Packet Marketing Manager and knew of Victoria and her extraordinary grandfather.**

I further wish to dedicate Ted Groom's photographic output and recognise that he coming from the distant shores of the Thames, his visits to our northern shores and the resultant prolific photos and what has made it all the more commendable, they are primarily of the people he met. He seemed to concentrate on humanity which was praiseworthy for any age, let alone that period in the 1920s and 30s when cameras and photography were still a relative luxury, in consequence making the likes of such evocative photographic records, apart from these, very thin on the ground.

Our commendation and appreciation has already been attributed to Mr Groom for what he has left us, he was after all, as we now find out, just an ordinary working man, maybe one step up from a labourer, who had acquired and mastered the art of photography and more importantly the technicalities of processing, which enabled him to afford that pastime; indeed it must be said he was a man before his time. So that in 2011 we have here a new and until now unseen record of those of our own people and their times, who manned the ships that were the lifeline and mainstay of our Island and its economy.

Of his IOM collections there has to be hundreds of Ted's portraits from the mid 1920s to the outbreak of WWII. There couldn't have been a Steam Packet Captain he did not capture and that went for the Chief Engineers, Officers and any crew members, man or woman, even the Company officials that got within a whisker of his lens. Having seen Victoria's collection we were only a taste of his memorabilia.

**Captain Jack Ronan**