



# LINNELL FAMILY NEWSLETTER

Rachel Linnell Wynn, Founder and Historian Emeritus

[www.linnellfamilyassociation.com](http://www.linnellfamilyassociation.com)

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## And The Winner Is!



# Abby Sunde

CONGRATULATIONS to our 2010 Linnell Family Association Scholarship winner, Abby Sunde (118,241,116,231,334) of Merrill, WI. Abby just completed her freshman year at the University of Minnesota, Morris where she was not only a full-time student with a double major in Biology and Environmental Sciences, but also actively involved as a Lighting Designer for various campus theater productions and involved with the campus ministry.

During her high school years, she graduated in the top ten of her class with a 4.0 gpa. She was vice-president of the Earth Club, treasurer of the Art Club, and secretary of the National Honor Society. She competed on the state level in Forensics and also competed on a team for the Nationals Bible Quizzing competition in Lake of the Ozarks, MO. She was voted homecoming queen during her senior year. She served as the Assistant Stage Manager for her high school theatre group and was involved in a work study where she did stage lighting for two shows: Arthur Live! and Winona Judd. Abby is also a talented artist, having received local recognition and regional awards (first place and honorable mention) for multiple pieces of art, some of which were displayed at a local art museum.

Abby is the fourth Sunde daughter to win the LFA Scholarship. Winning the Linnell Family Association Scholarship seems to have become a Sunde tradition!

Congratulations again, Abby!



The following is an excerpt of Abby's essay:

### “My Linnell Family”

The most recent reunion that I have attended was the one held this past summer in Rockford, Illinois. It was quite an enjoyable experience to be in the presence of such a large amount of family. While there, my sister and I were pleasantly surprised and found a lot of humor in the fact that there are so many similarities in the family, even when those similarities are from very, very distant cousins.

The first thing that we noticed were similar personality traits that seemed to lie within almost every Linnell we encountered during the reunion.

(My Linnell Family - Continued on Page 6)



## BREAKING NEWS



### New LFA Website Tabs Now Available!

We are pleased to announce that 3 new Tabs are now 'up and working' on the Linnell Family Association Website.

- ◆ Linnell Family Genealogy Tab! This new active link will take you to our on-line database.
- ◆ The Store or Shop till You Drop! Here you'll find a variety of items to order....and prices include shipping! Linnell Family Golf shirts, Books, Eagle Wing Prints and more are for sale.
- ◆ Family Reunion Tab! Sneak Preview for 2012 including the location ...start planning!

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# Letter From The Chairman

By Jerry Linnell



Well, summer is upon us and I hope you are traveling hither, thither, and yon to see your dearest relatives, be they grandmas and grandpas, moms and dads, brothers and sisters, aunts and uncles, or close cousins. I am sure you will have much to talk about as you mix and mingle during your time together. My wife Jane and I will be heading back home to good ol' Grand Marais, MN (site of the 2012 LFA reunion, don't forget) on either one or two occasions, depending on what your Congress people and Senators decide to do about such hot button items as the national debt, the oil spill, banking reform - and on and on. It only takes but one Senator to put dirt in the crankcase and cause all kinds of summer vacation problems.

As for our LFA politics, we also have some hot button issues we will be concentrating on the rest of this year and into 2011. Of course, we always have the newsletter and its distribution choices. Here it is worth noting again that you continue to have the opportunity to contact Lori Linnell to let her know you wish to get your copy of the newsletter via the LFA website:

[www.linnellfamilyassociation.com](http://www.linnellfamilyassociation.com) and thus do away with receiving your copy via snail mail. Oh, the dollars we do save by such a decision. And, of course, keeping our finances in order is always a challenge. You can, of course, find our treasurer, Scott Linnell's name and address in the listing of Steering committee officers to send in your annual dues or maybe make a scholarship or gravesite restoration fund contribution.

By the way, new as of your receipt of the upcoming newsletter will be the "Store" icon on the website. You may enter there and see that we have pictures of the Eagle Wing, our family reunion T-shirt, and The Descendants of Robert Linnell book (there are not many remaining) available for purchase.

You also may send to Pam Dittus any obituaries that you would like to have the association made aware of. It is the Steering Committee's idea that we will use them to help fill out our different family lines and also put them up on the website in the future.

The committee wishes to take this opportunity to thank Orrell Linnell for his latest contribution to our historical remembrances. You too can write your life's meanderings for publication in the newsletter. Brian and Kathy Linnell, our newsletter editors, will be happy to receive them and, space permitting, put them in the newsletter so that we may all enjoy your stories of family, friends, places, and times.

Lastly, you may write an email to any of us at the family website and we will try to get you an answer to any question you may have.

GEEZ, that reminds me. If you do not know where Grand Marais, MN is, I suggest you get into your GPS system and retrieve some facts and figures about this grandiose place that you will be visiting in 2012 for our next family reunion. I can't emphasize enough how important it is that you make your plans well in advance, especially if you are going to be staying beyond that weekend in this heavenly place most of us Linnell cousins who live/lived there call God's country. It will truly be one of your better family excursions, for sure.

Lastly, congratulations go to our scholarship winner, Abby Sunde. I tell you, that family knows how to write and come out winners. What is this, the third Sunde family winner? Way to go, gang. And our congratulations to Dan for uncovering some more very interesting history of our famous Capt. Ebenezer Linnell.

Until next time, I wish you safe travels, I hope you will hug and squeeze the heck out of your next of kin, and that you tell them how much they mean to you. You just never know.

Your Steering Committee Chair,

Jerry Linnell



Book Review of "Catlin's Bound, William McPhee's Southern Built Sailing Ships, New Zealand, 1860-1870", by Mike McPhee. Published by Catlin's Wildlife Eco-Tours, 2009, New Zealand. The author has agreed to give the LFA members a special discount purchase price of \$50.00 US, including shipping (Thanks Mike). Make checks payable to Mike McPhee, 29 Catlin's Valley Road, RD2, Owaka, South Otago, New Zealand 9586. Note. This book about sailing ships in New Zealand, contains an extensive account of the wreck of the clipper ship Flying Mist, Ebenezer Harding Linnell, Master.

### The Wreck of the Flying Mist in New Zealand

The grandfather of the author, William McPhee may have been on the clipper ship Flying Mist for its' ill-fated voyage. For that reason, the author has done extensive research on the 19th Century court records and newspaper accounts in New Zealand, and includes an eight page appendix with a more complete description of the events than has appeared in the US. For that we are very grateful to the author.

Before he took the helm of the Flying Mist, Eben Linnell, a Cape Cod sea captain out of Orleans, MA, was already famous for his record on the clipper ship, Eagle Wing, which was engaged in the tea trade to the Far East. The Eagle Wing still holds the speed record from London to Hong Kong under sail, some 81 1/2 days. Unfortunately the career of the Flying Mist was not so successful.

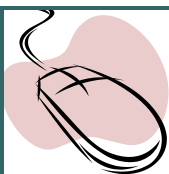
In early 1862, Captain Linnell brought the Flying Mist into Glasgow, Scotland, taking on board some 1,741 pedigreed sheep, and a load of whiskey, bound for New Zealand.

This was not normal cargo for a fast clipper ship, but this voyage was during the American Civil War, and Northern ships were under attack around the world by Confederate raiders. In addition, by 1862, the British government was actively supporting the Confederacy including aid to their warships.

The crew that Captain Linnell hired in Glasgow turned out to be a problem. They were a British crew and demanded British rations, hours, and rights, to the point of near mutiny. Several cases of whiskey were stolen and fights broke out between the officers and crew. Finally, upon reaching the port of Bluff Harbor in New Zealand, on August 25, 1862, twelve of the crew deserted and went ashore, including the entire night watch.

In the night, the Flying Mist dragged her anchors, struck the rocks in the harbor channel and began to sink. The ship was a total loss. Even though the Court of Inquiry was in an unsympathetic British venue, and the magistrate criticized his supervision, Captain Linnell was not held liable. In turn, he accused the crew of deliberately causing the wreck. The author comments that it is difficult to see what else he could have done, in such a difficult situation. The deserters were sentenced to three months at hard labor. Captain Linnell returned home to again take the helm of the Eagle Wing, in what was to be his last voyage. This book makes a great contribution to the lore of Cape Cod ship captains, for which we are grateful.

Review by Dan McConnell



## Just a Click Away!

["www.linnellfamilyassociation.com"](http://www.linnellfamilyassociation.com)

The Linnell Family Association Newsletter is now online for your easy reading and actually sharper views of all those dynamite photos that accompany the Linnell stories. Why not add it to your bookmarks? All you have to do is connect to the LFA website and click on Newsletter. Also, please alert your family and friends of this new opportunity.

Help us save printing and postage by subscribing to the newsletter online. Just click on ["membership@linnellfamilyassociation.com"](mailto:membership@linnellfamilyassociation.com) and submit your intention to **READ THE NEWSLETTER ONLINE** to Lori Linnell, Membership Chairman, .

Thanks so much!  
Newsletter Editors

Editor's Note: Orrell Linnell has submitted two articles for publication in the LFA Newsletter about life during WWII . These are articles previously published in the Advertiser-Democrat, a local newspaper in Norway, Maine. Orrell's articles chronicle his life at the Portland Shipyard, during WWII and his travels to the west coast toward the end of WWII. We published Part 1 of Orrell's first article in the Winter 2010 copy of the LFA Newsletter . We are publishing the conclusion of Orrell's first article in this newsletter.

## **WWII at the Portland Shipyard (Continued)**

By Orrell Linnell (2008)

(Part 2 of 2)

When work first started on the fuel depot at Long Island the workmen were transported by lobster boats. They took as many as they could to work in the morning, tended their traps and returned to take the workmen back to Portland at the end of the day. As the work crew increased, it seems this was no longer feasible and a passenger boat was chartered. She was the "Sightseer" out of Portsmouth, NH. In summertime, she had been used to carry excursionists down around the Isle of Shoals. She was not big, but large enough to handle what workmen there were working at Long Island. With her came the captain, engineer and fireman. I seem to have no recollection as to who acted as deck hand.

As long as I was watchman and got the Hattie ready to go in the morning, I might as well do the same for the Sightseer, so she was tied up at Brown's Wharf, too. She had a small water tube boiler and I was shown how to operate it. There is quite a difference between the two types of boilers. On the fire tube, as on the Hattie, heat from the furnace travels up through many tubes, surrounded by a big jacket of water which makes steam to be held at the top as a reserve. In a water tube, water in cooper pipes travels through a hot air chamber above the furnace and steam is generated almost as fast as it is used. Getting the two vessels ready in the morning was not difficult, but in one instance, the fireman for the Sightseer stayed too late one night at the pub and was unable to show up for work in the morning. Rusty came along and asked me if I could fire for the run to Long Island. Firing underway would be some different than keeping a banked fire, but the young engineer said he would give a hand if needed, so we made the trip down and back just fine.

I believe the workmen were picked up at the Maine State Pier where there would be parking.

The Hattie was to be moved from a job site back to Brown's Wharf. I don't remember all the circumstances, but the engineer and fireman were not aboard and I don't think the regular skipper was because I don't think he would have made the move without his own crew. It was not a good idea. The Sightseer was not a towboat. She would not have a towing wheel (propeller) and she was light and the Hattie was a very heavy barge.

The Sightseer has a small engine and boiler. An engineer was borrowed from the Portland Towboat Company, a man used to big boats with a lot of power. I was asked to be fireman, after only one trip to Long Island. We got to the homestretch, heading up the channel toward Brown's Wharf. We had had a couple of low pressure rainy days and just at that time, about 3 pm., the weather decided to clear. Blue sky, a little sun and a light breeze showed up from the west.

It was hot down below in the cramped boiler room and one could only dust onto the fire a little coal and then step up to the second rung of a built-in metal ladder for a breath of air, and when I did, I could see by the buildings on Commercial Street that we were drifting backwards. If I ever concentrated on what I was doing, it was then. I prayed a little, too. Crashing into the Maine State Pier would not be good. Shortly after, I took another look and we were just holding our own. The wind must have let up a little for in a few more minutes we were moving forward. An automobile has its transmission with gears, a bicycle its sprockets and boats in the Sightseer class have Johnson bars to regulate the stroke and efficiency of a steam engine. If we had had the regular engineer aboard, I believe we would have been in less danger. Now that I have more time to reflect I can think of many times my "guardian angel" has snatched me from danger.

As the installation of the fuel tanks neared completion, a waterfront needed to be built with docks to tie to for tankers to unload their fuel and for the warships to take on their fuel. As the excavations for the tanks had resulted in huge piles of rock and earth refuse, this would be used as fill to build the water front. To move it, four heavy dumpsters or earth movers were leased from Hinman Construction Co., who for years had built highways for the State of Maine.

*(WWII at the Portland Shipyard - Continued on Page 5)*



Picture of a Liberty Ship built in South Portland Shipyards.

*(WWII at the Portland Shipyard - Continued from Page 4)*

These were not the earth movers of today but were considered quite heavy for back then. They were simply large tractors with high tires under a very large body in the front and smaller tires in the back which steered it. It was all open with a bucket seat and large steering wheel which was nearly flat. There was no power steering in those days. The body was so well balanced and hinged, that to dump, one merely undogged a latch and let the clutch back quickly and the body would tip and unload. My status at the time was such that I asked Ellis if I could drive one of them. He was reluctant, thinking I wasn't heavy enough, but I had proven pretty well so far so he relented. I did all right driving the first day. In the pit was a large boulder that engineers estimated to weigh 12 tons. The shovel operator worked around it but wanted it out of there. He tried many ways but couldn't. Heavy wire cable would snap. Cable chain would simply break. It was my turn when he was determined to try to pick it up with his bucket. He dropped in a bucket of soft earth first and then did manage to pick up the boulder and dropped it in my body. It leaned forward but because of the soft earth could not be changed. It was a precarious looking load even on the level. Heavy pipes were being run from shore to the tanks and at one place a heavy timbered bridge was built over them. I had to drive up an incline, over a flat space and down the other side. The boulder leaned forward and fell out. The strong latch remained locked and the rear wheels and seat with them went into the air. I was really doing a handstand on the big steering wheel and three times my spine got badly pounded, bouncing on the hard tires. I climbed down off the rig by myself but a foreman of a crew working nearby made me lie down while they put me on a stretcher. I was in no pain

and they took me to the hospital in Portland by lobster boat. I was treated for a compression fracture of the spine which would require wearing a full body cast for six months. I had to go to the hospital every eight weeks and have it changed because I would shrink away from it. I spent the summer on the farm and was under full pay. I had no pain and the only discomfort was the cast. I had a pretty good summer and at the end of six months went back to the job.

The fill for the waterfront had been completed. I went back to work for Rusty doing as before I went on the lighter. There was plenty of work but there wasn't the air of urgency. The Sightseer had gone back to Portsmouth and I believe the last Liberty ships had been built at the South Portland Yard. There was a large government project going on in Alaska, being handled by a big Seattle firm. They had set up a recruiting office in Augusta. I had always wanted to go to Alaska, and the chance to go to work sounded appealing. I went to Augusta, interviewed with the recruiter and filled out the necessary papers to go. He said, "Since you live in Portland, you can go to Fort Williams for a physical and it will not cost you anything." He was "tough army" and told me, "If they did not want you in the service, they probably would not want you in Alaska." I had told several people I was going to Alaska, so felt I was "losing face," so I would go to Seattle and perhaps could sign on there. I gave Rusty my notice and in about three weeks I was ready to head west. I bought a train ticket, coach, in Portland, for Portland, Oregon. Changing trains in Chicago, and with two big Malley steam locomotives coupled on the rear to help push us over the Rockies, in exactly 100 hours travel time I was in Portland, Oregon. That would be an all new experience.

#### ADDENDUM

After the war ended, Ellis sold or dissolved the company. Rusty Higgins went to work for another construction company. In a few years he supervised the building of Norway's earthen reservoir, which today gives its water system its pressure. This is on Pike's Hill just above the Advertiser-Democrat's office. In 1956, he supervised the building of the sprawling Norway Savings Bank complex, as it originally started in that year. I don't know if he built later additions. It is truly a small world.

Editor's note: This is Part Two of Orrell Linnell's article, "WWII at the Portland Shipyard". We will publish Part One of Orrell's second article, "A Landlubber Goes West" in the Fall 2010 newsletter.

*(Abby's essay – My Linnell Family - Continued from Page 1)*

While sitting around the tables at that reunion and hearing an almost constant stream of stories being swapped, laughter was certainly never far away.

Another similarity that we noticed was the common history and numerous traditions that have been passed down through the generations. For example, since as long as I can remember, my immediate family has had a family tradition where every weekend cards or other games are played, fresh popped popcorn is always made and consumed, and occasionally a treat of homemade fudge is present. While talking to my mother about this, she told me that she passed this down to her children because she had also grown up with this tradition. When we dug a little deeper, we discovered that this tradition goes back at least five generations to Mineral Center near Grand Marais, on the north shore of Lake Superior. My grandfather showed us a letter from the 1920's that talks of the card parties at my great-great Grandpa and Grandma's in Mineral Center, with homemade popcorn and fudge always being a part of the party. And who knows how much farther that one tradition goes!

But the family traditions do not end there. One of the greatest, and in my opinion, the most important, is the spiritual heritage that can be traced all the way to our common ancestor, Robert Linnell. In case you are not familiar with this family history, let me enlighten you a bit on the subject. In 1638, Robert Linnell and his wife, Penninah, came to America from London, England. The reason for this resettlement was because of religious pressure from the Church of England to accept the king as head of the church. In fact, when Penninah was questioned by the Ecclesiastical Court in England in 1632, she told them that only God was Lord of her beliefs.

Because they would not accept the king, many individuals came to America to seek religious freedom in order to worship as they saw fit. It is obvious that this dedication to their faith is something that was not taken lightly, and is shown by Robert Linnell requesting, along with others from his congregation, to have land granted to them in a different area of the New Land so that they could worship as their interpretation deemed fit. Once granted this land, now known as Barnstable, Massachusetts, it is recorded that a worshipful Thanksgiving feast was celebrated, again showing their true dedication to their faith. In fact, sprinkled throughout Rachel's book, "The Descendants of Robert Linnell", are numerous stories and church records that also reflect the heritage that is shared by many family members today.

## Linnell Family Record Update

**John Henry Linnell Jr.** 11a,b15,7-10-1,32  
Died 14 November 2009.

**Larry Keith Linnell** 118,241,185,62  
Died 8 March 2010 in East Grand Forks, MN.

**Dorothy Linnell** of Solon, IA, sent in an update to the family line of

**Walter Dawson Linnell** 118,241,142,22

**Anna Mae Linnell Musgrave** 118,241,142,226  
d. 7 Dec 2006

m. Donald G Musgrave 15 March 1947

- i. Donald Musgrave
- ii. Michael Musgrave
- iii. Galen Musgrave
- iv. Tim Musgrave

**Andrew R Linnell** 118,241,142,227,6

m. Pamela Stremlo

i. Justin Patrick Linnell

m. Kristen Martin in 2007

i. Hunter Martin Linnell b. 12 Oct 2008

ii. Charles Joseph Linnell

m. Sheila Petersen in 2008

i. Gavin Lars Linnell b. 11 June 2008

**Doreen Marie Linnell** 118,241,142,227,7

m. Terry E Skilling

i. Ben Skilling

m. Allison \_\_\_\_\_

i. Connor Evan Skilling b. 15 Dec 2009

## From the Editors

We invite you to share your stories with our cousins around the globe! Submissions are preferred via email. Please include the text of the article in the body of the email. All pictures should be high-quality JPGs. If you are unable to submit via email, please send regular post to the editors, Brian and Kathy Linnell. Take a look at the Steering Committee list for the contact information.

### ALERT!!

If you are willing to read the LFA newsletter on the website versus a hard copy, please send an e-mail to Lori Linnell at [membership@linnellfamilyassociation.com](mailto:membership@linnellfamilyassociation.com) and inform her you no longer wish to receive a hard copy of the newsletter. The money we save on printing and postage can be used for other worthwhile projects.

## REVISED—Family Website Now Available

Brad Johnson has taken over the maintenance of the LFA web site. The new LFA interactive webpage is now available at "[www.linnellfamilyassociation.com](http://www.linnellfamilyassociation.com)" and you will find the most recent newsletters (pictures and graphics in color), the scholarship application forms, pioneer photos, reunion information, family photos, genealogy, membership information, etc. We can now offer you direct online contact with your steering committee and more!

### CHECK IT OUT TODAY!

Don't miss out on the latest LFA news.



## Did You Remember To????

- ◆ Check out our new LFA Website, [www.linnellfamilyassociation.com](http://www.linnellfamilyassociation.com)?
- ◆ Send changes in your family, (births, deaths, marriages) to Pam Dittus, Vital Records?
- ◆ Sign-up for reading the newsletter on-line with Lori Linnell, Membership Chairman?
- ◆ Send your 2010 LFA Membership Dues to Scott Linnell, Treasurer?
- ◆ Share a family story and pictures with the LFA Newsletter editors for publication in the newsletter?
- ◆ Hugged someone you love today?

If you can't answer "yes" to the these questions today, maybe they are something to add to your "To Do" list for tomorrow!

## THE LINNELL FAMILY ASSOCIATION

### Steering Committee 2009 – 2012

The purposes of the Association are to promote fellowship among Linnell Family members through reunions, the publication of the Linnell Family Newsletter, and the preservation of family records.

#### CHAIRMAN

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*No one at this time.*

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Gail Wahlstrom

**Linnell Family Association**  
MEMBERSHIP REGISTRATION  
& RENEWAL

Please register me as a member of the Linnell Family Association in the following category:

Single Life Time — \$125.00 flat fee

Single Annual — \$15.00 per year

Family Annual — \$25.00 per year

\$ \_\_\_\_\_ *Total Amount Enclosed*

Name: \_\_\_\_\_

Street: \_\_\_\_\_

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Checks payable to: **Linnell Family Association**

Send to: Scott Linnell, Treasurer  
23 Liberty Knoll Drive  
Colts Neck, NJ 07722

**The Descendants of Robert Linnell**  
Second Edition — \$35  
Additions and Corrections  
1994-1997 — \$8

*Prices include postage and handling*

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