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Hudson Museum Collection: Byrd's Second Antarctic Expedition, 1933-1935

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Hudson Museum Collection: Byrd's Second Antarctic Expedition, 1933-1935

Date: August 2014

Run Time: 00:45:05

Presenter: Dr. Harold Borns

Dr. Harold Borns, Professor Emeritus at the University of Maine Climate Change Institute, narrates original footage of Richard E. Byrd's second Antarctic expedition, 1933-1935. The footage was filmed by John L. Herrmann of Paramount Pictures. The original footage presented was transferred from 16mm film in January 2002 by Northeast Historic Film in Bucksport, Maine, and narration by Dr. Harold Borns added in August 2014.

The following is an unedited, machine generated transcript. Alternatively, you may wish to activate your web browser's live captioning function.

Begin Transcript

0:08

good afternoon I'm retired professor one's a glacial geologist

0:15

iversity of Maine at Orono Maine and we're here this afternoon to look at a

0:21

film of the expedition one of Birds expeditions to the Antarctic taken by a

0:28

man named John I think it was John

0:35

Herrmann let's backtrack sorry it's not John what was it

0:40

yeah John well let's not let's not all over again good afternoon I'm Harold

0:46

borns I'm a glacial geologist from the University of Maine and we're here to look at a silent film taken by John

0:54

Hermann he was a representative of the

0:59

paramount news and film company and he

1:05

went on the 1933 to 1935 and dr. Tripp

1:10

of Admiral Richard II Byrd he took films in a professional way and they belong with the expedition archives but he took

1:17

this one for his own interest and one way or another it ended up in the hands

1:24

of one of his relatives that lives here in Orono a man named Mark lapin and Mark

1:30

lapin gave it to the Hudson Museum here on the University of Maine campus and

1:37

that's where it is it's a silent film and what I will do is narrate it in my

1:43

case I've spent 28 years in the United States Antarctic Program doing field

1:49

geology on that continent and so I have a pretty good idea of the histories

1:54

involved of the earlier expeditions as well as my own but first of all I'd like to talk about Admiral Byrd for a minute

2:02

just to set the stage Admiral Richard II Byrd was born in 1888 and died in 1957

2:10

he was a polar explorer really a good one and introduced air travel to polar

2:17

explorations he was born in the the bird

2:24

into the bird family a prominent family from winch on to Virginia and in many ways he was

2:32

brought up to be independent and when he was 12 years old he was sent by himself

2:38

on a trip around the world which he did I can't quite imagine that

2:43

but people met him on different way different sections of the trip and escorted him here and there but 12 years

2:49

old you have to be a pretty much of an adventurer to do that at that time he

2:57

introduced polar flights and he in 19 he

3:03

goes backtrack he graduated from the Naval Academy but he had a problem after

3:09

a few years with a leg and they discharged him from the active-duty rasta and he stayed in as an inactive

3:18

reserve officer and went to the Antarctic with the well-being and help

3:25

of the United States Navy so he was still being supported and he continued

3:31

to do that and he rose in rank to be a Rear Admiral he was the first person to

3:38

fly over the North Pole that was done in 1926 and he went over the South Pole in

3:46

1934 he led expeditions to the Antarctic

3:52

privately supported expeditions with some help from the Navy the first one was in 1928 to

1930 and the next one was

4:01

1933 to 1935 in 1939 he was recalled by

4:14

the Navy of 1939 and 40 at the beginning

4:19

of World War two and he was called into service to lead another expedition into

4:26

the Antarctic at that time probably something to do with the politics of Antarctica and the war

he did it again

4:33

in 1946 with a program called operation Highjump and there were 4,000 peep

4:41

in the Antarctic on that expedition and they did a rather tremendous survey of

4:47

the continent in 1957 and 58 he did the same thing once again in the modern

4:54

world when the United States Antarctic Program actually got underway and the

5:00

internet that was done during the International Geophysical Year of 1958

5:06

and has continued to this day as a very active program and a very important one

5:12

to understand global climate changes and other features such as sea level changes

5:19

Antarctica is a primary mover and shaker in those fields that was long recognized

5:24

thanks to a lot of the work supported and carried out by the Byrd expeditions

5:30

and at the a since 1928 it was born on he lived on Broome Street in Boston mass

5:37

right right in the shadow of Beacon Hill and he spent his summers study in 1937

5:45

at Chunk Lake Maine and many of his books such as alone which was a

5:50

well-known book was written sitting on a raft in the middle of Tonka Lake Maine

5:56

dictating to his secretary and patting his dog igloo according to his daughter

6:03

he's buried in Arlington Cemetery and here at the University of Maine we have

6:12

a large rock that we call the bird rock I had the responsibility of retrieving a

6:20

rock for Admiral Byrd's gravesite when I was a program manager in Glaciology at

6:27

the National Science Foundation and I did that and brought it back but the family never used it
it's a very unusual

6:33

Rock characteristic of of Antarctica weighs a couple of tons it's full of

6:39

very funny holes due to something called salt weathering and the family gave it

6:45

to the University of Maine on a loan basis and that's where it is today it wasn't used on his
cemetery lot for some

6:52

reason I'm not quite sure off the Hudson Museum Adorno has a good

6:59

collection of bird memorabilia that came by various routes from Admiral Byrd's

7:05

family to the museum and along with it came this film the and that's what we're

7:15

going to sort of take a look at it one other thing to say about the bout

7:20

bird he named many many locations that some of which are common use in common

7:27

use today in the Antarctic Marie Byrd land amongst Italy Horlick mountains the

7:35

Ford Rangers he mapped an area about the size of one half of the United States

7:42

and included the naming and finding of ten mountain ranges so he did quite a

7:49

lot on his two expeditions so what I'd like to do now is walk over to the an

7:55

Antarctic map and point some of these locations out to you this is a map of

8:02

the Antarctic as we know it today back in his days we didn't know much about it at all but his expeditions of 1928 -

8:12

roughly two of them through 1930 is that the right about that landed at the Bay

8:19

of whales and that's right here if you

8:25

go this direction you come to New Zealand about 2,000 miles to the north

8:31

so they came through New Zealand to this point and they set up a camp and they

8:38

called it little America a little bit more about that the South Pole today is

8:44

here that's the exit of the spin axis of the earth and this is in the southern

8:51

hemisphere of course and this ice mass and here is called the East Antarctic

8:57

Ice Sheet and it's separated from the West Antarctic Ice Sheet by the

9:03

Transantarctic mountains rain James down through here and goes up into South America over here

9:10

continues in this direction up here in southern South America is over here at

9:21

the present time the United States has its main logistics base here at a place

9:26

called McMurdo Sound and it has shares of base at the South Pole with New

9:35

Zealand and there are around 25 other countries on earth that have joined the

9:40

Antarctic Treaty and they are situated they have stations situated at various

9:46

places including this long thing called the Antarctic Peninsula today well once

9:52

he got here they set up the base and once they did that they started the

9:59

exploration work a lot of which was done by dog team to nearly nearby locations

10:05

but the rest of it was done by airplane and they covered this area in here which

10:12

has been subsequently called Marie Byrd land after Admiral Byrd's wife I believe

10:21

I should know that it's either his mother or his wife but that sadly it's Marie Byrd land in here and he named

10:29

various mountain ranges through here for people and companies that supported him

10:35

like Edsel Ford of the Horlick Range he got up into this area in these

10:41

mountains one of them one of the ranges is called the Horlick range named after Horlick mountain milk company mr.

10:50

Horlicks Dada was mrs. Sibley and the

10:57

Sibley Mountains right are right in here I spent some time in that location years ago and so forth so he did an awful lot

11:05

of mapping including a flight from little America to the South Pole and

11:10

then back again and he was the first person to do that with the help of a

11:16

Norwegian Air Force colonel named Bert ball who today he died but his wife today in

11:25

child live in Jonesport Maine for what it's worth so there we are just to point

11:32

out the continent itself the West Antarctic Ice Sheet if it was to

11:38

collapse and disappear into the oceans of the world it would produce a 20-foot

11:43

sea level rise everywhere on earth this one would produce a much larger one

11:49

there are about three miles of ice in the center and if you took this away

11:57

you'd have a continent under a dry continent if you took this away you

12:04

would have an open ocean with lots of islands in it like northern Canada is

12:09

today so there's a difference in the two ice sheets that's about all I want to tell you

12:15

about this and as we go along with a movie I'll point out or say or talk

12:20

about where these places are and but it gives you a sense I might say that the

12:26

East Antarctic Ice Sheet flows out onto the ocean in this area through the mountains the east and the west Erika

12:34

she does the same thing this area right here is called the Ross Ice Shelf it's

12:40

floating in about 3,000 feet of water and it's constantly moving forward and

12:46

breaking off into some of these immense tabular icebergs that we talk about

12:52

occasionally that turn out to be the size of Rhode Island and make the news quite regularly the constant flow edge

12:59

of ice from both these sources and breaking off along this margin the margin of where it breaks off is called

13:06

the Ross barrier stands its floating edge of the ice and we'll see pictures

13:12

of it in the movie keep in mind this is

13:18

a film produced by John L Herman who was

13:23

the assigned by Paramount news to the 1933 to 35 and Arctic expedition of

13:32

Richard II Byrd he took professional pictures of the

13:37

expedition in an organized way but this film is one he made himself and it's

13:43

kind of eclectic it's sort of all over the place different shots of different things and

13:49

I'll try to interpret those as we go along it comes to a rather abrupt end

13:55

but that's to be looked at in the future so not worried about it here we have the

14:01

map sort of a map that was available in

14:07

in that time period of the Antarctic and didn't know much about it a lot of blank

14:14

space on that map that didn't come to light until the United States got into

14:20

the International Geophysical Year in 1958 along with other countries and we started to make sense out of the

14:27

Antarctic at that time this is a sailing

14:38

ship with a steam engine we devolved to that point and the Jacob

14:43

Ruppert and they're loading it in Boston Jacob Ruppert

14:48

was one of the people that sponsored the

14:54

expedition we just saw a picture of some cows now talk to you a little bit later

15:01

about the cows here they are leaving leaving the dock he had two ships the

15:08

Jacob Ruppert which was a steamship and the bear of Oakland would you just saw

15:13

with the masts this is the bear of Oakland it's both sail and steam they

15:20

departed Boston in October of 1933 and

15:25

they arrived in the Antarctic in February of 1934

15:35

and during the expedition of course they managed in this case coal bags and other

15:42

things and obviously plenty of work to keep the crew and the expedition people

15:48

working they traveled from Boston to

15:59

Panama and then from Panama to Easter Island in the Pacific and then down to

16:07

New Zealand which is a traditional jumping-off point for the

16:12

turn-of-the-century Antarctic British Antarctic expeditions this is a sledge

16:19

that exists in the Hudson Museum now at the University of Maine and for a long

16:25

time they didn't know where to come from it has it has a design of an Athabascan

16:31

Indians sled and for a while it was thought that it was purchased from them

16:37

but it turns out they put it they built it right there on the ship according to

16:43

that design and you just saw the man with a saw doing it it's a very lightweight very very flexible sled you

16:50

can see it in the background for traveling on ice and snow these are sled

16:58

dogs mostly from Moultonborough New Hampshire and the Moultonborough New

17:05

Hampshire the Moulton family raised sled dogs for many many expeditions to the

17:11

Antarctic and to the Arctic and they still raise them today however we don't

17:18

use Antarctic dogs in the Antarctic by international decree they do more damage

17:25

to the wildlife down there than then people wanted to see so all the

17:32

traveling and the Antarctic over the snow traveling is done by Motor Vehicles

17:42

Jacob Ruppert again I'd be sick of the

17:47

dog you notice there was an airplane in

17:55

that picture they they had two airplanes they brought one down and they dug one

18:00

out from the previous expedition this is the second expedition of Admiral Byrd

18:08

the first one 1928 to 1930 to the same location and then this is the 1933 235

18:16

expedition here they are in the southern ocean approaching Antarctica I presume

18:22

and the weather doesn't look too bad

18:29

today you get on an airplane in Christchurch New Zealand and land in the Antarctic four hours later this is at

18:37

least a several day trip maybe a week depending upon wind conditions for a

18:44

sailing ship they vented the broken sea ice this is called sea ice frozen ocean

18:51

ice and it's quite easily broken by a ship that has plenty of power and a

18:58

strong front end to it

19:08

you have to approach these boats had to approach the Antarctic in late and

19:15

Arctic summer you know keep in mind the summer in the Antarctic stops starts in

19:21

in the southern hemisphere starts in October and ends around March Christmas

19:29

is mid summer whereas June 22nd is mid

19:36

summer here in the northern hemisphere is just six months six you know half a world away in different different

19:42

situation so they have to wait until the sea ice melts away enough from around

19:49

the continent so that they can get into the into the place where they want to land so therefore they end up in the

19:57

summer they've they've come to the Antarctic they've come to the edge of the Ross Ice Shelf that I just pointed

20:03

out and they've landed at the Bay of whales it's a place where the ice the

20:10

ice actually slopes down to the sea where as along the rest of the barrier

20:15

it's a it's a vertical cliff of about 200 feet high the reason for this is a

20:21

geological reason as a there's a big island upstream from this the island breaks it up in a way to do this now and

20:31

what they're doing is digging you see this is the 1933 expedition that digging

20:37

out little America from the 1928 expedition that's been totally buried by

20:45

snow this is a citroen vehicle they're

20:52

offloading trying it out this is the first motorized vehicle I think in the

20:58

Antarctic are pretty close to it although he had an earlier one I don't

21:03

know it was this expedition that had tires are about 10 feet tall and it didn't just simply didn't work this time

21:10

they're using tracked vehicles and they're still having trouble crossing crevasses as you can see

21:18

talk about cold Maine winters or New England winters here comes the cows

21:24

there are there are two cows or three cows from the JCPenney farm in New York

21:30

one of them was called iceberg born just short of the Antarctic Circle and then

21:37

Klondike was a Guernsey bull well they expect Guernsey bull they expect

21:43

Klondike to do his job and produce more small cows by the end of the second year

21:50

that they were here but he chose not to have anything to do with the ladies for

21:55

reasons that no one could quite understand and they're just pulling

22:04

equipment up to the site of the old buried camp lot of these things I have

22:17

no idea what they were using them for but as I said this is an eclectic film it's sort of shots of a little bit of

22:22

everything here and there the original

22:31

film this is a reproduction of that film and the original film isn't any better than this in terms of contrast a lot of

22:37

very dark looking things and I don't know why that is but in Antarctica

22:43

there's an enormous amount of light much more than you ever encounter here and it's very difficult to do photography

22:52

against a pure white very bright atmospheric background

23:02

they're driving dogs here in a way that is this is the antarctic method of

23:08

driving dogs in a line the greenland method that the Eskimos use is a fan of

23:14

dogs out in front of the sled some reason they chose this method which was used by the Norwegians when they first

23:21

attained the pole in 1912 that's the

23:27

same sled that's in the museum today

23:36

they're growing through some sort of a pressure ridge here I don't quite

23:42

understand it but it's a it's where the

23:48

ice has been forced to crumple maybe there's a sub subsurface landmass and

23:56

it's being interfering with the with the flow of ice and it's doing this and

24:01

breaking up makes it very difficult going see the seal

24:13

they're on sea ice matter of fact that's why come to think of it that's why

24:18

that's pressure ridges there it's the ocean ice that squeezed up probably because the wind has blown the sea ice

24:33

that's the ship probably leaving you know they can't stay there for the

24:40

winter so they're going to head back to the north and then the expedition will

24:48

settle in in the in the in this in the fall late summer and fall of 1928 when

24:56

the Sun comes up again because it's pitch black during the winter then

25:05

they'll do their ation then it will be pitch black again and they'll wait

25:12

through the winter and then at the end of the summer when the sea ice is open again the ship will come back and take

25:18

them out that's the usual sequence here they are still uncovering old little

25:24

America well below the snow though

25:30

buildings in that situation act as snow fences and they they bury themselves more or less the average snowfall on the

25:38

Antarctic continent is about a half an inch a year just a half an inch compared

25:43

to it will snow more in Bangor Maine and one storm that it might snow in the

25:49

whole Antarctic for the whole year time to believe but the difference is the

25:55

snow never melts look at the clothing that one in particular the dark colored

26:02

one clothing and Admiral Burton's Admiral Byrd and he's in clothing he

26:07

asked to have a special fabric made that was a windproof very thin very durable

26:13

and very wind proof and it's called bird cloth to this day and several the older

26:20

expedition people in the early days of the igy in 1958 international

26:26

geophysical year were still use bird cloth and it was still being made today we've come a long ways

26:33

past that in types of Pola clothing that we use but they're basically wind proof

26:39

over long underwear and sweaters and everything else the layer method of

26:46

keeping warm rather than one big heavy coat this is the airplane they brought

26:54

down with them I don't know the name of it the other one is a two double wing
27:00
FACA Netherlands made and they it's there under the snow and you'll see they
27:06
had to dig it out the air is very cold
27:15
in the Antarctic and it's easy to get off the ground because the cold air is
27:21
heavy air and that gives you a lot of lift but obviously they landed that the
27:26
wrong way that's snow by the way is not too out in the field away from where
27:33
they've been digging is pretty hard pack stuff it's not soft and fluffy as you
27:40
might expect simply because the wind conditions are so fierce down there you've got winds in
the winter of to 300
27:47
miles an hour at least guess this is the
27:53
pilot that got banged up in that accident all I don't know who it is
28:14
slow work this is again in the end of summer so they're working furiously to
28:21
get done before winter sets in and keep in mind in this continent at this
28:26
position you have six months of total darkness and then six months of total
28:32
sunlight the same is true in the northern in the Arctic as well as the Antarctic so they're trying
to get this
28:39
really tucked away and everything organized and shipshape before they go
28:46
into the old buildings under the snow and get ready for spending the next six
28:53
months of the winter there these are tough people I might say they had more
29:01
volunteers for these expeditions pure volunteers than you can imagine hundreds
29:08
of people volunteered for all of these early Antarctic expeditions and the
29:13
early British ones they the bills of asking people to volunteer said little
29:21
pay and little hope of returning and yet hundreds of people signed up for them
29:29

that's Admiral Byrd getting his airplane

29:35

lined up he's a pilot but he didn't do the piloting down there he did the

29:40

navigation and Bert Balkan and other pilot had about six pilots actually all

29:48

together with the expedition

30:05

they weren't going to spend the winter in those tents

30:16

like any of the modern expeditions oh by the way notice the smokestacks coming

30:23

out of the buildings that are below the snow like all modern expeditions they

30:28

did a lot of science rather than straight geographic exploration and this

30:34

is a case in point they did geology on this trip meteorology upper atmospheric

30:43

studies various types the Aurora or

30:48

Aurora Australis rather than aurora borealis as we get up in the northern

30:54

part here I always have to remember if

31:00

that plane gets very far out and crashes there's no hope of getting back you're

31:08

just there no one's going to come and get you

31:14

I think those are the pilots mostly

31:21

plotting plotting flights that one on the right is burnt Balkan the Norwegian

31:28

Air Force officer notice that's a twin

31:37

aircraft twin-engine that's the William Horlick name for holic malted milk

31:43

people that is out of sequence it was

31:50

actually in the snow and they dug it out see I'm digging it out a little bit later one of the fun that
fun

31:57

interesting things these companies like the Horlick malted milk company sent bags of malted
milk tablets down for

32:05

people another company owned the great nuts company and they sent tons of great
32:11

nuts down they fed the great nuts to the dogs and the cows until the dogs and
32:18

cows refused to eat it anymore as I
32:25

would
32:35

they're flying along the edge of the Ross barrier that's a floating mass of ice and you see the cliff
this cliff is

32:42

about two to three hundred feet high in most places and it's floating in three

32:48

thousand feet of water that's why we have these big tabular icebergs that break off that flat
things the size of

32:56

states

33:06

that type of country you're looking at now was very very difficult for the

33:11

earliest warriors who used dog teams in one case of the Norwegians but in going

33:17

to the South Pole and sleds but the British haul their own sleds manually

33:25

over that kind of terrain for two months carrying all of the food sleeping gear

33:32

and everything with them of course the British died on the way back from the pole they never
made it

33:50

I might say at this point the University of Maine has the largest group of Antarctic researchers
in this country

34:01

and is recognized over a good deal of the world for its work in this continent

34:09

as well as elsewhere most people don't realize that

34:24

now looking at the mountain ranges this

34:29

must be a flight either along the coast of Marie Byrd land are in over the Transantarctic
mountains like I can't

34:36

tell which

34:53

once that Sun goes down it's down for six months those guys probably are

35:03

geologists I'm not sure they look like it who else would climb rocks and wonder

35:09

what they are all about

35:21

that flag is in the Hudson Museum by the

35:29

way they carried those little flags and when the expedition's got these are not

35:34

the ones that are flying these are the ones that are walking and they be out in the field for a month or two they carry

35:41

these little flags this is the by the way the FACA air plan called the jacob the Horlick that was

35:50

left from the nineteen expedition they left it in 1930 and it got buried I was

35:59

saying those little flags were put up at the furthest point that the X but they

36:04

the people with the sleds achieved and they all wrote the names on them and we have several of those flags here an

36:10

ordinal gift of the bird family the

36:20

little penguins are the common ones are called a daily penguins

37:33

I don't know where that came from it's a

37:39

mystery to me if he could do that why didn't they do it for the whole film

37:47

this is what happens when snow blows it's very very fine penetrates crevasses

37:54

or crevices and everything tents sleeping bags

38:00

you think you've got troubles with Maine winters again it will

38:14

they had with them a hundred and fifty four dogs most of them survived and they of course

38:21

they brought them home they didn't turn them loose they all came from New

38:28

Hampshire and that is the end of the summer now

38:34

they're in in for the winter that's in February March or probably March and

38:46

they have all sorts of things to do in the winter and you can see that skinning something and are we working on seal

38:54

skins of some sort a penguin or two in

39:03

the early days of this type of exploration a lot of explorers had all

39:10

that teeth removed and their appendix taken out before the expedition for this

39:17

reason right here

39:29

there's always fun and games this is the

39:39

Columbia Broadcasting System and on February 1st in 1934 they Admiral Byrd

39:48

made the first broadcast of a human voice around the world using Columbia

39:54

Broadcasting the first human voice from Antarctica and I understand that he made

40:06

regular broadcasts on Saturday nights from Antarctica and back in the 1930s I

40:13

was a little kid I didn't know it but my father told me all about it and the lot of people would sit down and just be

40:20

enthralled by the whole thing

40:31

the general rule is you don't make pets out of sled dogs but obviously they had

40:36

some pets

40:57

they must have made that cradle out of a bunch of old boxes method looks of it by

41:07

the way it was during this winter that a bluebird decided he would like to live

41:15

by himself for several months and so they left little America but they did

41:24

this before the Sun went down they went out about a hundred miles onto the ice and dug a big hole in the ground in the

41:32

snow and put a big box in it the the top of which was level with the snow and it

41:38

had a trapdoor on it and it had food and fuel and a stove books scientific

41:47

equipment to measure wind velocities and temperatures and so forth and he spent

41:57

several months when the Sun went down and it was very dark he moved into that

42:03

all by himself and a book came out of it called alone

42:09

very popular book and it's still really a good book to read today it gives you a

42:15

real sense of getting along with yourself in a very perilous place

42:22

unfortunately they was getting poisoned

42:28

by the fumes from his stove and didn't know it and his broadcasts news

42:34

broadcast to the world as well as back to the little America

42:43

here their ex they're going out to get him he he finally got sick

43:22

when they traveled out to get him they tried several times but the weather was

43:28

really too bad and windiest pitch black temperatures are probably 50 below zero

43:34

at least at that time but they got him

43:41

finally on the second trip and he was pretty nearly dead when they got him but

43:47

carbon monoxide is a very insidious gas this doesn't smell and it will kill you

43:55

and then people of course are killed using small tents small fires and

44:01

kerosene things in tents and so forth

44:14

one of the successful flights I suspect it was the one to the pole although I don't know that a lot of congratulatory

44:22

handshaking and so forth there we have some more the little ones are a daily

44:28

penguins and the big ones are different species and that's the end as I said the

44:35

film ends very abruptly with no continuation to it but again John

44:46

Herrmann made this for his own use and never turned it into the expedition and

44:52

there it is if you would like to see this film again contact the Hudson

44:58

Museum at the University of Maine and Arnall thank you

The University of Maine in Orono is the flagship campus of the University of Maine System, where efforts toward racial equity are ongoing, as is the commitment to facing a complicated and not always just institutional history. The University recognizes that it is located on Marsh Island in the homeland of the Penobscot nation, where issues of water and its territorial rights, and encroachment upon sacred sites, are ongoing. Penobscot homeland is connected to the other Wabanaki Tribal Nations — the Passamaquoddy, Maliseet, and Micmac — through kinship, alliances, and diplomacy. The university also recognizes that the Penobscot Nation and the other Wabanaki Tribal Nations are distinct, sovereign, legal and political entities with their own powers of self-governance and self-determination.