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2024 PARIS OLYMPICS

GOLDEN HOUR

The 2024 Olympics end Sunday and may be remembered as much for the pageantry and sights that showcased the host city of Paris as for the athletes' remarkable performances. The penultimate day brought a bounty of gold for the United States, with the women's soccer (below), men's basketball (below right), and women's 4x400-meter relay teams (below left) capping a dominant haul for the country. **C1, 10-12.**



AURELIEN MORISSARD/ASSOCIATED PRESS



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Men's marathon

Marathoners will tell you that it either is your day or it is not. Saturday was Tamirat Tola's. **C1.**

Women's soccer

Mallory Swanson scored the lone goal to lead a revived US program to its fifth Olympic gold medal. **C1.**

Men's basketball

France gave it a game, but sharpshooter Stephen Curry was lights out when it mattered most. **C1.**

At the State House, leadership is one big party

Ranks of power are plentiful, as is the extra pay for them

By Emma Platoff and Laura Crimaldi

GLOBE STAFF

In the Massachusetts Legislature, nearly everyone is a leader. And 149 of them have the paychecks to prove it.

Legislators write their own compensation into law on Beacon Hill, where every member of the Senate and the vast majority of the House receive an additional stipend known as leadership pay — a practice that both stretches the definition of “leadership” and puts the Legislature far out of step with its peers. The extra pay is for roles as influential as Senate president and as modest as vice chair of little-known committees, and in some cases is generous enough to double lawmakers' salaries.

The rationale for leadership pay is simple: Lawmakers taking on more work should earn more money. But in the Massachusetts Legislature, a Globe investigation found, leadership pay has become the rule, not the exception. In 2013, 62 members of the 160-seat House earned an extra stipend for taking on leadership roles such as committee chair or majority leader. By 2023, that tally had nearly doubled to 109 — about two-thirds of the chamber.

“Crikey, it's up to 109?” exclaimed Denise Provost, a former state representative from Somerville.

LEGISLATURE, Page A13

Roughly **75%** of state lawmakers qualified as leaders.



On average, **\$1 in \$5** Mass. lawmakers earned in salary last year came from leadership pay.

The state has quadrupled the amount of taxpayer money spent on leadership pay since 2013, from \$1.2 million to **\$4.9 million.**

‘You leave Northeastern with a diploma and a resume, and typically a really good job option.’

ROB SWISHER, father of a student

Inside NU's rise to exclusive standing

A more global focus that kept careers at core

By Hilary Burns

GLOBE STAFF

Richard D'Amore was a typical Northeastern student in the 1970s. One of six children from a working-class family in Everett, he didn't care much about academics in high school. He married young, started college at night, drove a cab, and sold newspapers between classes. His co-op, or paid internship, at an accounting firm helped him afford tu-

ition and support his family.

Today D'Amore is the chairman of Northeastern's board of trustees, most of whom, he said, “like myself, often joke [that] we love Northeastern, but we couldn't get in today?”

These days, Northeastern admits students more like Neoli Das, the daughter of Indian immigrants living in Silicon Valley, who finished high school with a 3.8 GPA and a resume of internships. She fell in love with Boston during a summer Harvard Extension School program, and with Northeastern because of its distinctive co-op program and cosmopolitan firm helped him afford tu-

NORTHEASTERN, Page A14



PAT GREENHOUSE/GLOBE STAFF

As Northeastern has expanded, it's built modern facilities, including an eight-story science center.

A reckoning on the presidency, then and now

50 years on, would Nixon go as quickly?

By David M. Shribman

GLOBE CORRESPONDENT

Any other time in American history the question of how to mark the 50th anniversary of the resignation of a disgraced president would be simple.

There would be retrospectives on the rise and fall of Richard Milhous Nixon, 37th president of the United States. Tributes to the figures who pursued, prosecuted, almost impeached him, and surely would have convicted him and removed him from office. Reminiscences on the time when the country was wrenched over vital questions of law and national purpose. Reflections on the durability of the Constitution. An assumption that, with

NEWS ANALYSIS



BETTMAN/GETTY IMAGES

Richard Nixon smiled and got on a helicopter after resigning.

NIXON, Page A11

Things get interesting when female actors tackle traditionally male roles, writes critic Don Aucoin. **SundayArts, N1.**

AI assistants are coming. Will you be able to trust them? **Ideas, K1.**

The founders of the Satanic Temple have a plan to save Democracy. **Globe Magazine.**

Things are looking just beachy



Sunday: Sunny, less humid. High: 81-86. Low: 64-69.
Monday: Pleasant, sunny. High: 77-82. Low: 63-68.
Complete report, **A22.**
Deaths, **A16-21.**

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Unbuckled, in increasingly bumpy skies

By Christopher Muther

GLOBE STAFF

Paul Williams is one of the world's most influential and respected atmospheric scientists. Through his groundbreaking research, he found that severe clear air turbulence — turbulence that can't be detected by radar, is invisible to the naked eye, and can be deadly to travelers — has increased more than 55 percent since 1979 due to climate change.

So how does Williams, who holds a PhD in physics from Oxford and leads a team of 30 atmospheric scientists, balance his academic knowledge of violent turbulence with the necessity of personal air travel?

“You should see me when I travel. I have that seat belt fastened constantly,” said Williams. “Of course, I go and use the restroom, but the second I return to my seat, I buckle up again. And everyone should do that.”

What's surprising to Williams is that not everyone feels the same about seat belt use, particularly with dangerous turbulence in

SEAT BELTS, Page A8



ADOBE STOCK

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Will slave ship Clotilda remain underwater?

Vessel too broken to be extracted, report indicates

By Safiyah Riddle
ASSOCIATED PRESS

MOBILE, Ala. — The last known US slave ship is too “broken” and decayed to be extracted from the murky waters of the Alabama Gulf Coast without being dismembered, a task force of archaeologists, engineers, and historians announced following a yearslong investigation.

The task force headed by the Alabama Historical Commission said Thursday that the Clotilda, the last ship known to transport enslaved Africans to the United States, had been broken in half by a large vessel and severely eroded by bacteria. The 500-page report says that the “responsible” way to memorialize the ship is to protect it under the water where it was dis-

covered in 2019.

“There is no other site in the world that presents such physical evidence as the Clotilda,” said James Delgado, a lead marine archeologist on the investigation who said the priority was preserving that physical evidence. “The Clotilda is the scene of the crime, so everything we did was in that crime scene investigation manner.”

The wooden schooner at the heart of the investigation was commissioned in 1860 by Timothy Meaher, one year before the Confederacy was created and decades after the importation of slaves was made punishable by death in 1808. Captained by William Foster, the ship traveled to West Africa and illegally smuggled 110 Africans back to Alabama. Foster then attempted to burn and sink the ship to hide the crime.

After the Civil War freed the survivors of the Clotilda, historical records show 32 of them



DANIEL FIORE/ALABAMA HISTORICAL COMMISSION VIA ASSOCIATED PRESS

Artifacts from the Clotilda, the last known US slave ship. It was commissioned in 1860.

bought land from Meaher and established what is now Africatown, formally known as Platteau, about 3 miles north of Mobile.

The ship’s remains stayed, unidentified in the brackish Mobile River until 2019. On Thursday, the task force presented photos of some charred remains of the hull that were extracted throughout the investigation — evidence that supported the story documented by historians and community members for decades.

Before the state-funded \$1 million investigation, it was unclear how well the ship had weathered the over 160 years under water. Some had hoped it was intact enough to be fully excavated and turned into a museum on land.

“Museums have power, and that ship loses its power if it is sitting in the water,” said Ben Raines, a former local reporter who wrote a book about the Clotilda.

Raines said that he is still optimistic that the ship could be excavated and turned into a museum because the task force said that option is still scientifically and technically possible.

Raines said that a museum would be a significant resource to all descendants of the enslaved in the US and could bring much needed revenue to the Africatown community. Many residents in attendance at Thursday’s meeting expressed a similar sentiment.

Delgado didn’t rule out that option, but said that process would require the ship to be disassembled “piece by piece, nail by nail,” and could compromise some of the remaining physical clues about the experiences of the enslaved people aboard.

That key historical evidence includes the lower hull where the enslaved Africans were held in captivity. Deep water dives revealed the confined chambers where 110 people were held remain mostly intact.

The president of the Clotilda Descendants Association, Jeremy Ellis, became visibly emotional when Delgado shared details of the compartment where his ancestors were kept.

“Since we’ve been able to learn more about what they really experienced and how small that cargo hold was and how on top of each other they were, it’s

very chilling,” said Ellis, who is in his early 40s and a sixth-generation descendant of Clotilda survivors Pollee and Rose Allen. “And it makes me want to continue the effort of reconciliation and healing for the descendants.”

Instead of an excavation, the report recommended a plan that would preserve the structure underneath the water by installing large pillars around the ship to protect it from other ships and vessels.

The ship is submerged in a designated Wildlife Management Area and the town is listed on the National Register of Historic Places, which means the process will require the US Army Corps of Engineers to get federal permitting to install the protections.

Ultimately the task force said that the underwater preservation plan would only protect the structure for an estimated 100 years before it fully succumbs to erosion.

They added the timeline could be shortened by climate change, which will likely affect the levels, temperatures, and salinity of the water around the ship.

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As turbulence increases, why isn’t seat belt use on planes mandatory?

►SEAT BELTS
Continued from Page A1

the headlines this year.

In May, one British passenger died, and dozens more were seriously injured, when a Singapore Airlines plane hit turbulence and plunged 6,000 feet in three minutes. Also in May, passengers on a Qatar Airways flight were rocked by turbulence as it approached Dublin Airport, injuring 12 people. In July, two dozen passengers were injured when an Air Europa flight from Spain to Uruguay hit severe turbulence.

“If you are driving down the road at 20 miles an hour in a car, it’s the law that you have to have your seat belt on, no excuses,” Williams said. “And yet you can be flying at 40,000 feet at hundreds of miles an hour, and it’s up to you if you wear it or not. Logically, that doesn’t seem to make sense to me.”

As the planet continues to warm from CO2 emissions, the amount of clear air turbulence will continue to increase. Research out of the University of Reading suggests that turbulence strong enough to pose a risk of injury could become two or three times more likely over the North Atlantic between 2050 and 2080.

But while clear air turbulence grows, seat belt rules remain the same.

“I do think seat belt use should be required when a passenger is seated, not just during takeoff and landing,” said William McGee, a senior fellow for aviation and travel at the American Economic Liberties Project. “The problem is I don’t see the appetite right now. It takes not just serious events but fatal events to get the needle to move on things like this. Because the Singapore Airlines accident didn’t really enter the American consciousness, there was no broader public discussion here about seat belts.”

As instances of violent, invisible clear air turbulence increase, McGee said there is a greater need to reexamine plane seat belt rules. The FAA codified them in 1972 when weather pat-

terns were less unpredictable and intense. Advocates for more stringent seat belt use aren’t saying passengers can no longer use the restroom or stretch their legs when it’s safe to do so. Simply, when seated, they should be belted.

For years, McGee has advocated such changes, particularly regarding seat belts and infants. Currently, FAA regulations allow parents to keep children under the age of 2 in their laps. Children under 2 are not required to have their own seat or be in a car seat while on a plane, making it very easy for them to be injured during severe turbulence.

“You drive to the airport, and you put your baby in a car seat,” McGee said. “And then you’re getting on board an aluminum tube that’s going to hurtle through the stratosphere at hundreds of miles an hour, and you’re going to hold your baby in your hands? Based on physics, no one is strong enough to hold onto a baby if your plane drops 6,000 feet in three minutes, like the Singapore Airlines flight.”

Allowing unrestrained children is a loophole from when the FAA first mandated plane seat belt use. McGee, who has worked on closing that loophole for over two decades, said the airline industry lobby has fought it because it would make family travel more expensive. He said statistically, the number of unrestrained children injured in turbulence is small, but it’s a risk that can easily be all but eliminated.

The National Transportation Safety Board found that turbulence is the most common type of accident among commercial airlines. The NTSB studied 10 turbulence-related accidents from 2009 to 2018 and found that nearly all passenger injuries happened to those not wearing seat belts. Still, there is no movement afoot to make seat belt use stricter or compulsory.

Groups such as Airlines for America, the Flight Safety Foundation, and the International Air Transport Association told the

Globe that they recommend passengers wear seat belts when seated but stopped short of saying that seat belt use should be mandatory. The Globe contacted several domestic and international airlines that said there are no plans to change seat belt rules, and they will continue to follow Federal Aviation Administration regulations.

On background, one airline insider said telling people to keep their seat belts fastened throughout a flight would result in the same passenger pushback that flight attendants faced enforcing mask mandates during the COVID-19 pandemic.

“People don’t like to be told to have their seat belt fastened,” Ron Bartsch, an ex-safety chief at Qantas Airways Ltd., told Time magazine. “I don’t expect any major changes to how airlines operate.”

So far, only Singapore Airlines has announced any changes. The airline said it has adopted a “more cautious approach to managing turbulence in-flight.” Crew members will no longer serve meals or hot beverages when the seat belt sign is on.

While forecasting clear air turbulence is improving — it can be detected by looking at satellite images of winds and clouds in the jet stream with roughly 75 percent accuracy — and airlines have begun sharing more information with one another about the location of these rough spots, the easiest way to remain safe is to stay buckled.

Somerville-based pilot and author Patrick Smith said anecdotally he hasn’t encountered more turbulence in the cockpit, but when asked if he stays buckled up at all times as a passenger, he quickly and unequivocally said, “Absolutely.”

“Flights might get bumpier, but the basics of staying unhurt remain the same,” he said.

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