

VIOLENCE



Commission on Human Rights, speaks to fifth-grader True Drew.

can mayor.

"If you go back to your past, you know where you're going in the future," Garner said.

True Drew, 10, of Hempstead, said he learned a lot about King and nonviolent protesting. "I would protest if there were unfair laws, and I would be nonviolent doing it, because violence is a bad thing," he said.

Students learned about the contributions of Nelson Mandela, the South African anti-apartheid activist who went on to be his country's president, and Mahatma Gandhi, the leader of the Indian independence movement whose hallmark was nonviolent civil disobedience. They broke into workgroups to discuss their attributes and characteristics.

"We're trying to teach them how to be civically minded," Jackson Main Principal Richard Brown said. The com-

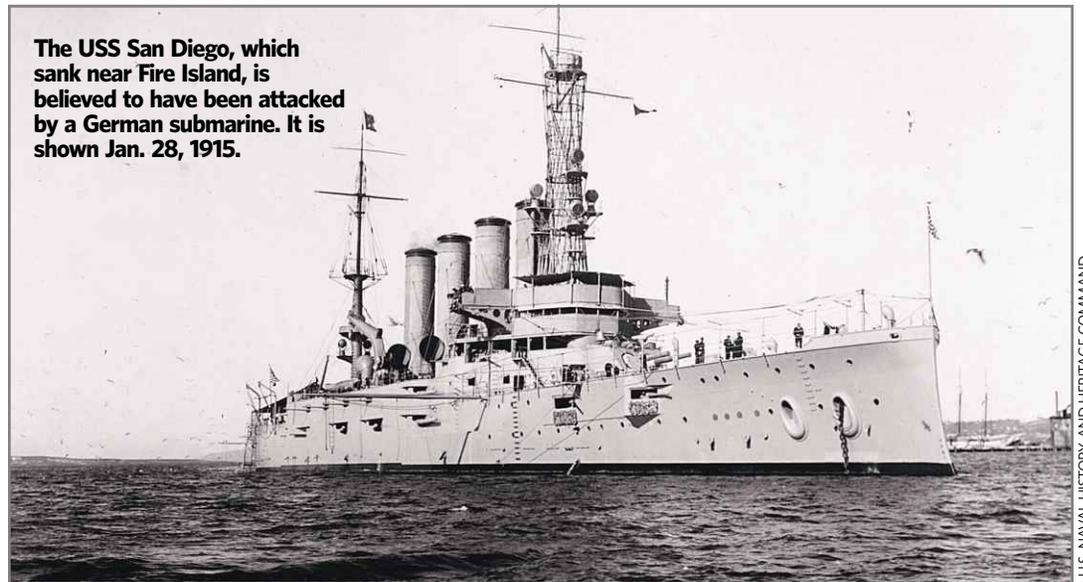
munity members are role models for students, showing how they can make an impact through their actions, he said.

What they're learning through the program helps them better understand aspects of different cultures, Brown said, a beneficial lesson in a school that has a large Latino population from various countries. And they are headed to middle school next year, where there is an even larger, more diverse student body, he noted.

"We want them to think about what their actions are as it affects their community, as it affects what they're going to be doing in their future," Brown said.

Sofia Ufuah, 10, of Hempstead, said she learned a lot about protesting.

"Nonviolence is a better way to take action than using violence," she said.



The USS San Diego, which sank near Fire Island, is believed to have been attacked by a German submarine. It is shown Jan. 28, 1915.

U.S. NAVAL HISTORY AND HERITAGE COMMAND

Scientists: Mine caused sinking of WWI U.S. ship

BY MARTIN C. EVANS
martin.evans@newsday.com

For 100 years, the turbid waters off the coast of Long Island had kept secret the fate of the USS San Diego. Its wreckage slept amid schools of sea bass and scurrying lobsters, 100 feet deep off the coast of Fire Island.

Tuesday, Navy researchers and oceanographers from the University of Delaware announced that the 500-foot armored cruiser was done in by a naval mine, dispensed by a German U-boat, U-156, that had lurked 8 miles off the coast.

The announcement, made at the American Geophysical Union's fall convention in Washington, D.C., was based on years of research that culminated with four underwater visits to the shipwreck since 2017. Crew from the U.S. Coast Guard's Fire Island station helped commemorate the 100th anniversary of the shipwreck in July, placing a wreath there.

The July 19, 1918, sinking — which was the only loss of a U.S. Navy ship in World War I — was complete just 28 minutes after the exploding mine tore into a coal-filled storage hold, sending the cruiser to the bottom southeast of the Long Island shore.

"The sinking happened in minutes, despite the precautions and the fact that underwater explosive attacks were rare at the time," said Ken Nahshon, an engineer with the Maryland-based Naval Surface Warfare

Center Carderock Division.

The sinking came as the San Diego was bound from Portsmouth, New Hampshire, to New York to join a convoy delivering troops and war material to France. The United States had declared war on Germany the previous year, on April 6.

Nahshon said the ship's captain had taken several precautions because of the presence of German submarines in the area. He had stationed 17 seamen to watch for the telltale bubble trails left by torpedoes. He took a zigzag course to avoid being targeted. And he ordered the ship's watertight doors sealed to limit the inrush of water should the ship fall victim to an attack.

But a mysterious explosion rocked the ship's port side in broad daylight, piercing its side below the 6-inch-thick steel plating meant to protect the ship from artillery fire. The in-rushing sea caused the boat to list, flooding its gun decks. Hundreds of tons of seawater were able to reach deep into the ship's interior via chutes used to feed coal to the boiler room, causing the ship to keel further over. Its fate was sealed.

With the ship's radio out, sailors were able to raise an alarm only after rowing a lifeboat to the Long Island hamlet Point O'Woods.

That drew a flotilla of merchant craft speeding to the rescue, plucking sailors from the waters before the U.S. Navy arrived.

Of the ship's 1,100-member crew, only six perished.

Decades passed with no clear answer as to what had sent the 10-year-old warship to the bottom. With 3,000 Navy shipwrecks and more than 14,000 military planes then under the Navy's purview, the San Diego did not draw much official attention by Navy researchers.

The boat was mostly left to the amusement of recreational divers drawn by its historical significance, and sportsmen who fished for sea bass and other species near the mussel-encrusted hulk.

That began to change about 20 years ago, as this year's 100th anniversary of the end of WWI began to draw near.

Researchers under the direction of the Naval History and Heritage Command sought to determine whether the San Diego's sinking was by sabotage, accident, enemy torpedo or enemy mine.

Using underwater robotic tools and remote instruments, researchers created a three-dimensional sonar model of the wreck, which came to rest upside down.

They concluded that the craft had been hit with a single explosion that overwhelmed the ship's ability to limit the in-rushing waters.

"The captain did everything right," said marine archaeologist Alexis Catsambis, one of the researchers. "We believe U-156 sank San Diego. And we believe it used a mine to do so."

DANIEL GOODRICH