

Washington Gets Word of Seamen After Being Irked by Lack of Data

Fears Moscow and Berlin Are Playing for Time to Enable Germans to Claim Title to City of Flint on a Technicality

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WASHINGTON, Oct. 25—The Soviet and German Governments appeared to be putting off the United States Government today with regard to information about the American-flag merchant ship City of Flint, which reportedly arrived at the Russian port of Murmansk Monday after having been seized by a German raider on the high seas and escorted there by a Nazi prize crew.

[Ambassador Steinhardt reported to the State Department last night that the Foreign Office in Moscow had assured him the American officers and crew of the City of Flint were safe aboard the vessel at Murmansk. The Associated Press announced.]

Despite the fact that the Soviet Foreign Office has access to Murmansk by telephone, United States Ambassador Laurence A. Steinhardt was able to get no further details from Russian officials of the status of the ship or the whereabouts of the American crew of forty-one. In Berlin, Alexander Kirk, the United States Chargé d'Affaires, could get no official reports.

The opinion was expressed in some official circles that the Soviet

Union and Germany might be attempting to lean on technicalities to hold up the ship until a German prize court could claim title to her. This opinion was based upon a Soviet official news agency statement that the American ship had been taken into Murmansk for repairs to her engines and also upon the Nazi claim that the craft had no charts for German waters.

In other quarters the view was expressed that the German and Soviet Governments might be consulting about the possible release of the ship.

Meanwhile, the American crew apparently was being held incommunicado at Murmansk, or some other port, and it was impossible, therefore, for the State Department to obtain their account of the seizure.

Secretary of State Cordell Hull declared today in his press conference that the State Department was determined to carry the Flint case through to its logical end from the standpoint of American rights and international law. Mr. Hull was vague as to what diplomatic steps had been taken on this point in answering several questions at his

press conference, but stressed that he was waiting for full reports before taking final action.

The Secretary of State said that earnest requests had been made at Berlin, Moscow and Oslo for information with a view to following the case through but that, thus far, a tangible set of facts had not been obtained.

Mr. Hull was asked whether Admiral Erich Raeder, head of the German Navy, was not being a little slower about giving information to this country about the City of Flint than he was about the Iroquois. He replied that he could not speak for Admiral Raeder, who some weeks ago transmitted to the United States Government alleged information that the Iroquois, an American passenger ship returning with refugees, might be sunk in the same manner as the Athenia.

Again today Mr. Hull expressed his anxiety to get in touch with the Flint's American crew. A report to the department gave a hint, however, that the crew was still aboard the ship, information at the Norwegian Government's disposal indicating that this was the case.

The Norwegian Government told the American Legation in Oslo that about ninety persons were aboard the Flint when the Germans sailed her into Tromsø, Norway, last Friday. They included the German prize crew of eighteen and thirty-eight rescued Britishers, who were left in Tromsø. By deduction, it was presumed the American seamen were still on board when the vessel left Tromsø, after a short stay, for Murmansk.

The Secretary said that no attempt had been made to reach Captain Joseph A. Guinard of the Flint directly, indicating that diplomatic usage made it necessary for this government to attempt to do so through the Soviet Government.

Mr. Hull said that a score of American ships had been searched by the British Government since the start of the war, but he stressed that there had been no prize court proceedings in this connection.

The State Department made pub-

lic a list of the American vessels detained by belligerent nations since Sept. 1, including in each case the name of the vessel, her owner or operator, the nature of the cargo, the date detained and the date released. Following is a tabulation of the list grouped according to the countries detaining the ships:

BRITAIN

Saccarappa—South Atlantic Steamship Co., phosphate-cotton; arrived Sept. 3; cargo seized Sept. 8, ship released promptly; cargo unloaded.

Schickshinay—South Atlantic Steamship Co., phosphate-cotton; detained Sept. 19, Glasgow; released Sept. 18.

Sundance—South Atlantic Steamship Co.; rosin and general cargo; detained Oct. 11, London, to date.

Black Osprey—Black Diamond Line; cargo unlisted; vessel picked up Sept. 6 by British naval vessel; released Sept. 13.

Santa Paula—Grace Line; cargo unlisted; when thirty miles from Curacao ordered to stop, delayed twenty minutes by unidentified British cruiser believed to be the Essex.

Ethan Allen—Lykes Brothers Steamship Company; Cargo un-

listed; detained Sept. 20, released Sept. 30.
Patrick Henry—Lykes Brothers Steamship Company; detained Oct. 10, released Oct. 22.
Oakman—Lykes Brothers Steamship Company; detained Oct. 13 to date.
Cranford—Lykes Brothers Steamship Company; detained Oct. 17, released Oct. 21.
Black Eagle—Black Diamond Line; detained; details not known.
Lehigh—United States Maritime Commission; detained Sept. 5, released Sept. 7.
Warrior—Waterman Steamship Corporation; detained Sept. 7; cargo of phosphate requisitioned.

FRANCE

Executive—American Export Line; cargo unlisted; detained Casablanca, Morocco, Sept. 27 on orders from Paris because of nature of cargo; released Sept. 29 on condition vessel proceed to Bizerte, Tunisia.

Erochorde—American Export Line; at Marseille; two seamen (German nationality) removed, Sept. 6.

Nashaba—Lykes Brothers Steamship Company; detained Oct. 14; released Oct. 25.

West Hohomac—Lykes Brothers Steamship Company; detained Oct. 18; released Oct. 25.

City of Joliet—Lykes Brothers

Steamship Company; detained Sept. 14; released Oct. 5.

Syrac—Lykes Brothers Steamship Company; detained Sept. 22; released Oct. 19.

GERMANY

Wacosta—Waterman Steamship Corp.; detained Sept. 9 for three hours by German submarine; papers examined, holds searched.

Hybert—Lykes Brothers Steamship Co.; detained Sept. 10 about two hours by German submarine; papers examined and ship warned not to use radio for twenty-four hours.

City of Flint—United States Maritime Commission; details unknown.

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