

## THE SPANISH GUNBOATS.

### Preparations for Sailing Almost Completed—What the Cubans are Said to be Doing.

The Spanish gunboats in the North River are fully manned and every possible means is being taken to get them ready for sea. Yesterday the engineers for the vessels signed a contract "for service on board steamships of the Spanish National Navy." It is printed both in English and Spanish. A copy is given to each chief engineer, and the contracting parties are the engineer on his part, and the Spanish Consul and Naval Commission now in this City on the part of the Spanish Government. The principal specifications of the contract are that the chief engineer shall keep the engine in order, command and care for the men in his department, be transferred to workshops, if necessary, and serve for at least four months, commencing at the date of signing the agreement; at the expiration of that period if he leaves the service he is to be sent to the United States by the Spanish Government. In yesterday's TIMES a list of the commanding officers and chief engineers was published.

The following are the first and second assistant engineers:

Gunboat No. 1, First Assistant, Jas. Gallon; Second, D. McCort; No. 2, First, George Mowbray; Second, James O. Herron; No. 4, First, Joseph Blanco; Second, C. O. Macdonald; No. 5, First, Samuel Craig; No. 6, First, Y. Gamis Conde; Second, Edgar L. Elliott; No. 7, First, Andrew Jackson; Second, P. A. Cutter; No. 8, First, Ray Gaul; Second, Patrick Burke; No. 9, First, H. J. Donor; Second, Raymond Guildoye; No. 10, First, Timothy Kenna; Second, Frank Adams; No. 11, First, Matthew Hurly; Second, George Foster; No. 12, First, James Sullivan; Second, Albert E. Spencer; No. 13, First, Benjamin Titcotez; No. 14, First, Wm. H. Dayton; Second, J. Park; No. 15, First, Francis M. McElinn; Second, Edward J. Harrison; No. 16, First, Wm. M. Martin; Second, John Darlington; No. 17, First, Wm. Manning; Second, Daniel Gunning; No. 19, First, C. W. Green; Second, J. C. Applewhite.

These officers join their respective vessels to-day. The firemen signed articles at PENTZ & AYBERG'S shipping office, No. 89 South-street, yesterday, but the list was unsatisfactory and the requisite alterations will be made to-day. The men will go on board their vessels to-morrow morning. The Spanish Naval Commission decided to dispense with American coal passers, sending thirty-six Spaniards from the *Pizarro* to act in that capacity on the voyage to Havana. Four coast pilots, headed by Captain JOHN HOXIE, late of the ship *Constellation*, have been employed as sailing masters to take the flotilla to its destination. Since the work of fitting out the craft for sea service commenced the Spanish Minister has been continually at the Delamater Iron Works.

It was hoped by the Spaniards that the vessels might have been able to go to sea this afternoon, but there is very little prospect of so early a departure. To-morrow, however, it is not improbable that they may get away by sunset. If they should they will be accompanied by the *Pizarro*. There is some talk of a probable attack by the Cubans upon the flotilla. The Spaniards say they are fully prepared to meet all contingencies.

In the United States District Court yesterday, the return day for the process issued against the Spanish gunboats having arrived, Mr. CRAIG, of counsel for claimants, went through the form of moving for the dismissing of the libels—the boats, as is already known, having been previously discharged. Mr. CRAIG submitted a form of order for the dismissal, which the Court will pass upon simply as to its form.

### Crews for the Gunboats En Route.

HAVANA, Dec. 14.—The Spanish man-of-war *Isabel* has sailed from this port for New-York, taking with her crews for twelve of the Spanish gunboats just completed.