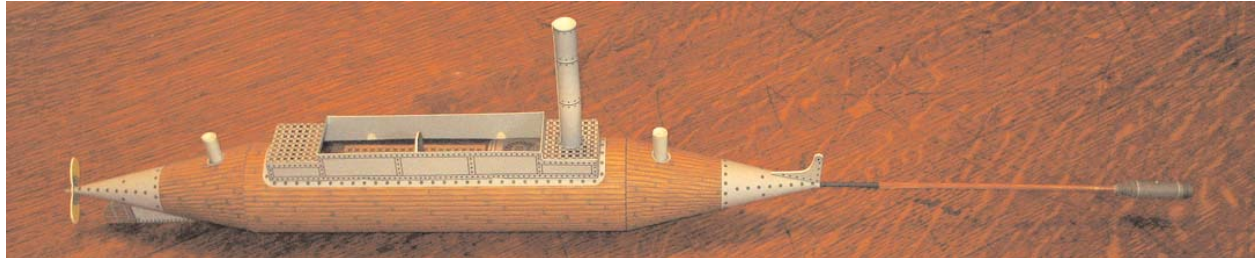
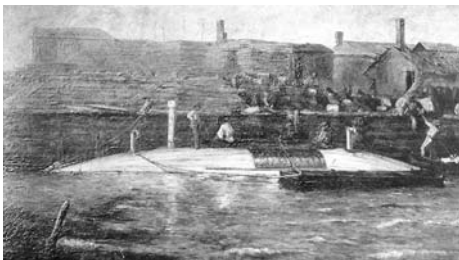


CSS "DAVID" Class Torpedo Boat



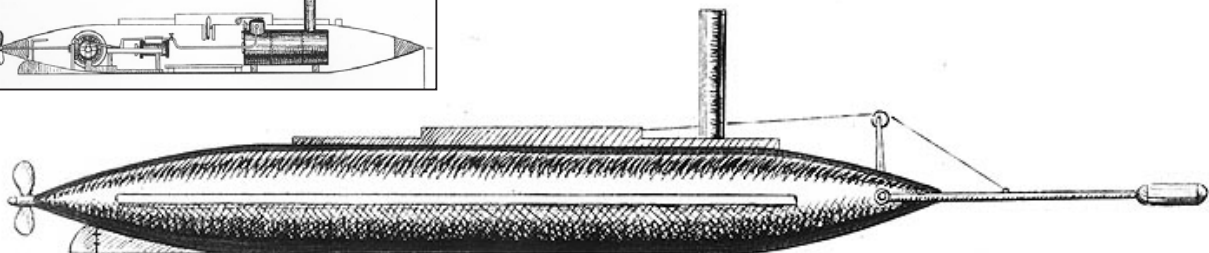
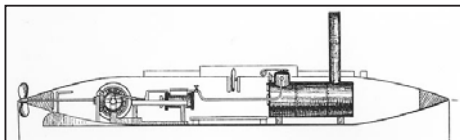
Damaged Confederate "David" class torpedo boat, Charleston, South Carolina, 1865



Painting of CSS "David" Class boat at Charleston, South Carolina, 1865



Confederate "David" class torpedo boat at Annapolis, Maryland, late 1860's



CSS David was built as a private venture by T. Stoney at Charleston, South Carolina in 1863, and put under the control of the Confederate States Navy. The cigar-shaped boat carried a 60- or 70-pound explosive charge on the end of a spar projecting forward from her bow. Designed to operate very low in the water, David resembled in general a submarine; she was, however, strictly a surface vessel. Operating on dark nights, and using anthracite coal which burns without smoke, "David" was nearly as hard to see as a true submarine.

On the night of October 5, 1863, David, commanded by Lieutenant William T. Glassell, CSN, slipped down Charleston Harbor to attack the casemated iron-clad steamer USS *New Ironsides*. The torpedo boat approached undetected until she was within 50 yards of the blockader. Hailed by the watch on board *New Ironsides*, Glassell replied with a blast from a shotgun and David plunged ahead to strike. Her spar torpedo detonated under the starboard quarter of the ironclad, throwing high a column of water which rained back upon the Confederate vessel and put out her boiler fires. Her engine dead, David hung under the quarter of *New Ironsides* while small arms fire from the Federal ship splattered the water around the torpedo boat.

Believing that their vessel was sinking, Glassell and two others abandoned her; the pilot, Walker Cannon, who could not swim, remained on board. A short time later, Assistant Engineer J. H. Tomb swam back to the craft and climbed on board. Rebuilding the fires, Tomb succeeded in getting David's engine working again, and with Cannon at the wheel, the torpedo boat steamed up the channel to safety. Glassell and Seaman James Sullivan, David's fireman, were captured. *New Ironsides*, though not sunk, was seriously damaged by the explosion.

The next 4 months of David's existence are obscure. She or other torpedo boats tried more attacks on Union blockaders; reports from different ships claim three such attempts, all unsuccessful, during the remainder of October 1863. On March 6, 1864, David attacked USS *Memphis* in the North Edisto River. The torpedo boat struck the blockader first on the port quarter, but the torpedo did not explode. *Memphis* slipped her chain, at the same time firing ineffectively at David with small arms. Putting about, the torpedo boat struck *Memphis* again, this time a glancing blow on the starboard quarter; once more the torpedo misfired. Since *Memphis* had now opened up with her heavy guns, David, having lost part of her stack when rammed, retreated up the river out of range. *Memphis*, uninjured, resumed her blockading station.

David's last confirmed action came on April 18, 1864 when she tried to sink the screw frigate USS *Wabash*. Alert lookouts on board the blockader sighted David in time to permit the frigate to slip her chain, avoid the attack, and open fire on the torpedo boat. Neither side suffered any damage.

The ultimate fate of David is uncertain. Several torpedo boats of this type fell into Union hands when Charleston was captured in February 1865. David may well have been among them.

"CSS David." Wikipedia, The Free Encyclopedia. 9 Oct 2007, 13:14 UTC. Wikimedia Foundation, Inc. 17 Dec 2007

TINPAPER™

CSS "David" Class Torpedo Boat 1:32
©2007 Joseph A. Golden. All Rights Reserved.
Page 2

Before printing, cutting and building, read the instructions and become familiar with all the parts.
Mount PARTS 2, 3 and 5 to heavy cardstock.

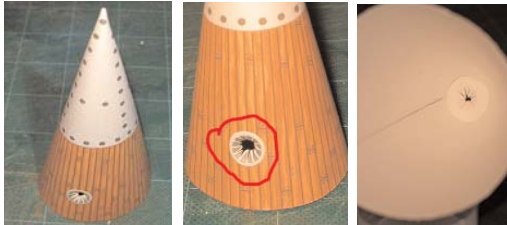
HULL BODY



Trim out PART 1. Cut out pieces shown in RED in the photo. Form into a cylinder and glue.

Cut out PARTS 2 and 3 and glue 1 into each end of PART 1 as shown.

HULL ENDS



Cut out PART 4. Cut slits in middle of the vent pipe opening as shown. Work slowly into a cone shape. Glue. Trim out PART 5, making sure to cut the slits in the center, and glue down the inside of PART 4.

Glue completed cone shape to the FORE end of the hull (PART 1). The FORE end has two gray tabs at the top. Line up the cone carefully so the opening for the vent pipe will be in line with the opening

for the boiler pipe in the hull. NOTE THAT PART 4 has a line at the front of the shaped cone. This line should be on the TOP of the cone when attached to the hull.

Cut out PART 6. Cut slits in middle of the vent pipe opening as shown. Work slowly into a cone shape. Glue completed cone shape to the AFT end of the hull. The AFT end has two yellow tabs at the top. Line up the cone carefully so the opening for the vent pipe will be in line with the opening for the boiler pipe in the hull and the opening for the vent pipe on the FORE cone.

UPPER HULL CASEMENT

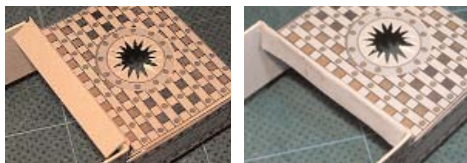


Cut out PART 7. Cut around the two tabs as shown. LIGHTLY score along the long base as shown. Fold and glue. Cut out the center of the opening for the boiler stack. There are many folds to be made on this piece. Study the photo carefully and make the folds but DO NOT GLUE them at this time.

Cut out PART 8 and repeat as above. NOTE PART 8 does not have or need a boiler opening.



Glue PART 7 and PART 8 together, carefully lining them up straight. After glue has dried, glue into a rectangular box shape as shown.



Fold down and glue the AFT grate. Fold over and glue the end to the inside. Fold down and glue the FORE grate (with boiler stack opening). Fold over the end and glue to inside.

TINPAPER™

CSS "David" Class Torpedo Boat 1:32
©2007 Joseph A. Golden. All Rights Reserved.
Page 3

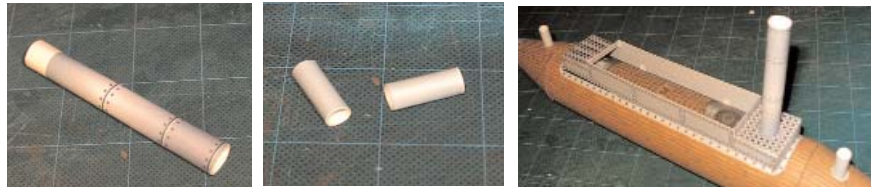
ATTACHING THE COMPLETED CASEMENT



More depth can be given to the inside of the model by doing the following.

- Cut across the AFT of the hull where shown in the photo.
- Carefully cut across the FORE of the hull as shown.
- Very carefully, lightly perforate along the two edges as indicated. Push DOWN the center section so it is concave.
- Apply glue to lower edges and 4 tabs on the casement. Attach in place. Make sure the end with the opening for the boiler stack is at the FORE end of the hull (end with boiler). Let glue dry.

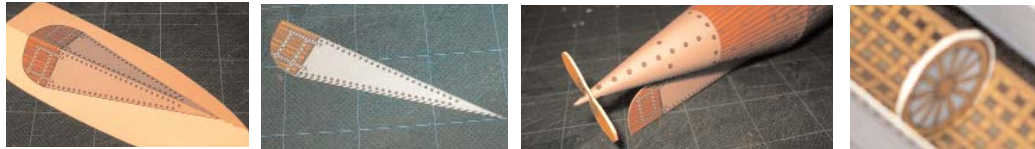
BOILER and VENT STACKS



Cut out PARTS 9, 10 and 11. Roll into cylinders and glue.
Glue PART 11 (boiler stack) in place. Make sure it is vertical from all sides.
Glue PARTS 9 and 10 in place on the FORE and AFT hull cones. Keep

these vertical from all sides also.

MISCELLANEOUS PIECES



Fold and glue PARTS 12,13,14 and 15. Trim out. Attach PARTS 12, 13 and 15 where shown in the photo.

SPAR and TORPEDO



Starting at the pointed side, roll PART 16 tightly, but do not glue. When you are satisfied with the rolling, apply glue to the INSIDE and roll tightly around a skewer, applying more glue as needed as it rolls. DO NOT attach to hull at this time.

As shown, roll PART 17 tightly but do not glue. When satisfied with the smoothness of the roll, glue the inner end to the spar as shown. After glue dries, roll the torpedo, gluing as it goes until completed.

ATTACHING SPAR and TORPEDO

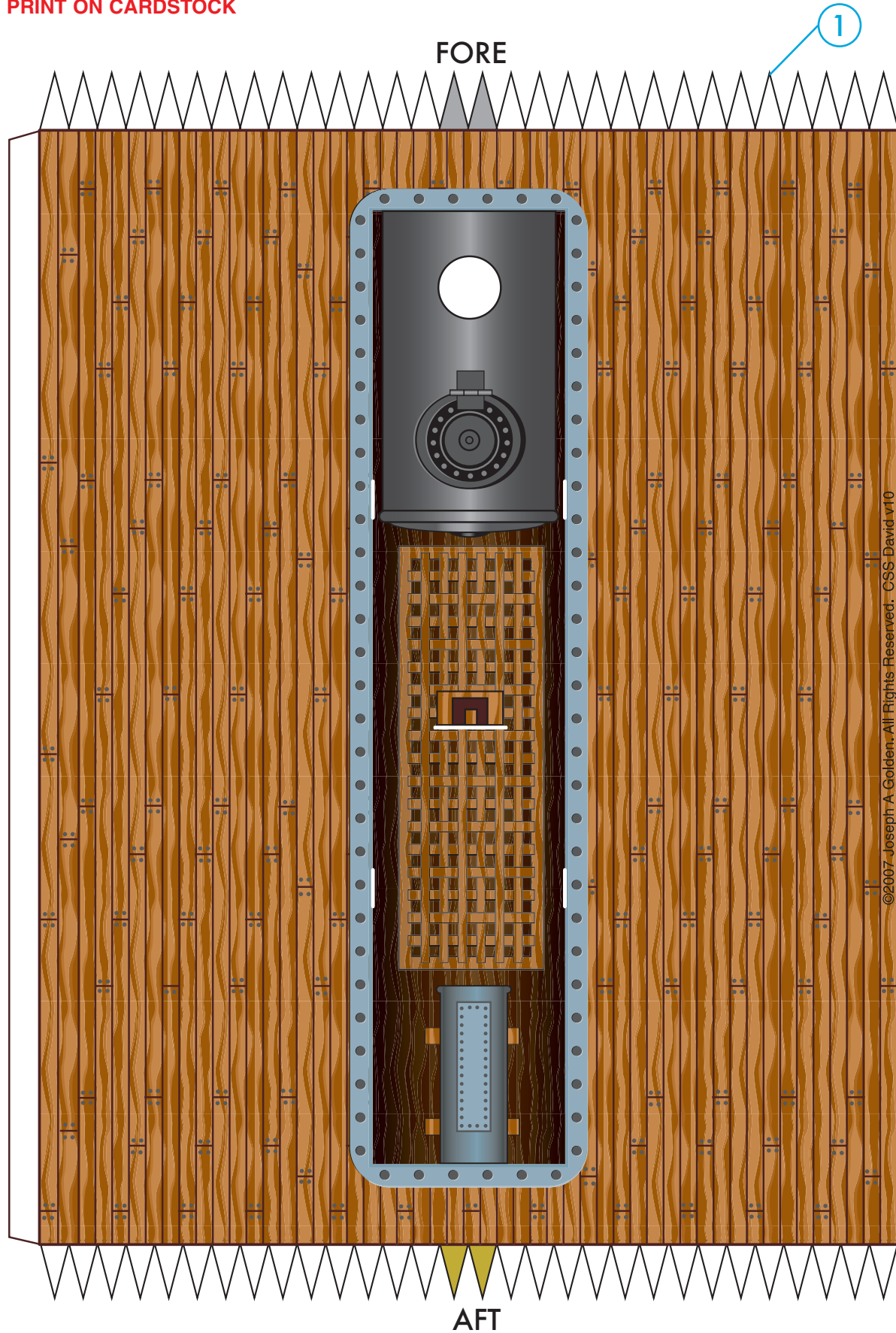


In small steps, cut back the point at the FORE end of the hull to slide the end of the spar in. When large enough, glue up the hole and slide the spar in far enough so it slips into the inner support glued in when the FORE cone was formed. Make sure it is positioned straight from all sides. When glue dries, attach PART 14 as shown.

TINPAPER™

CSS "David" Class Torpedo Boat 1:32
©2007 Joseph A. Golden. All Rights Reserved.
Page 4

PRINT ON CARDSTOCK

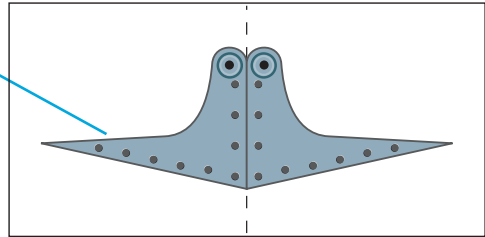


TINPAPER™

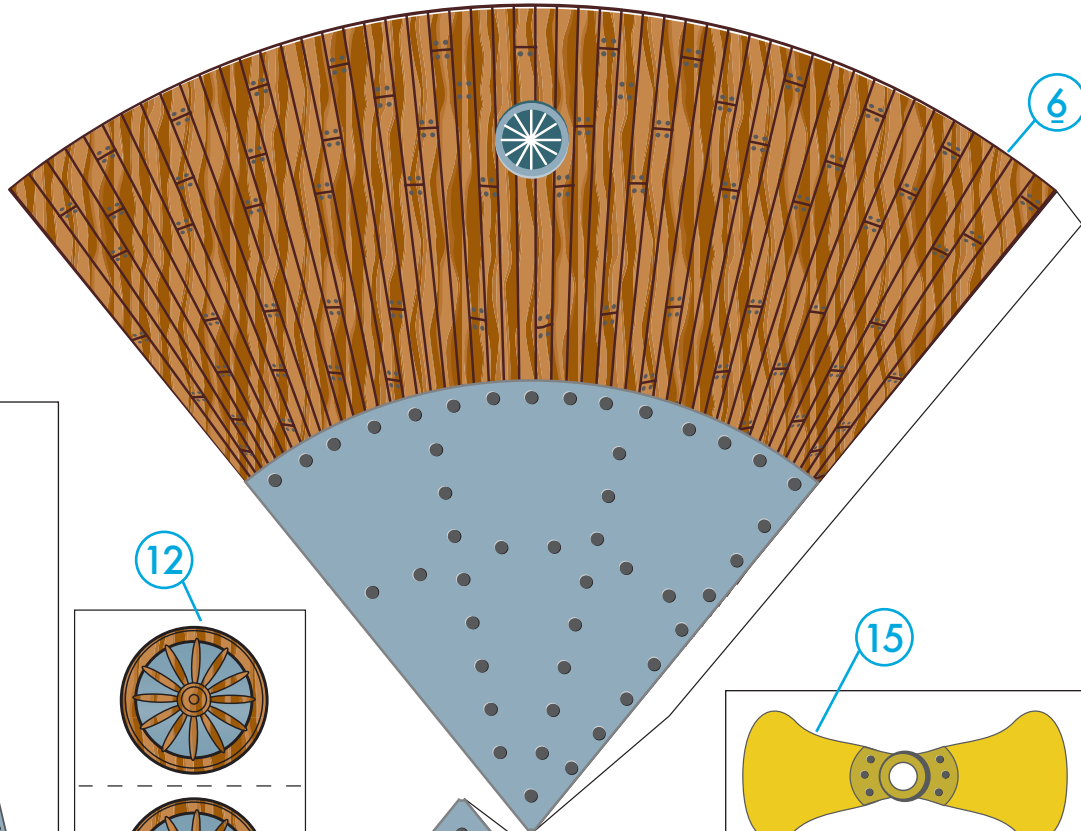
CSS "David" Class Torpedo Boat 1:32
©2007 Joseph A. Golden. All Rights Reserved.
Page 5

PRINT ON CARDSTOCK

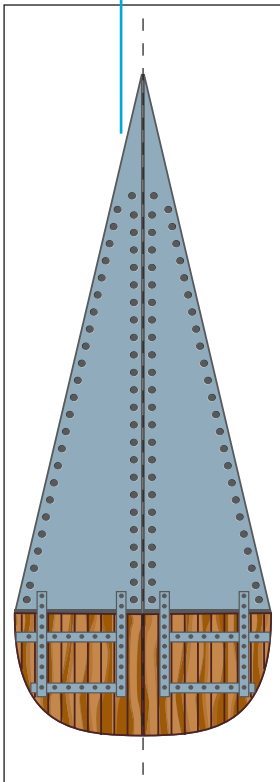
14



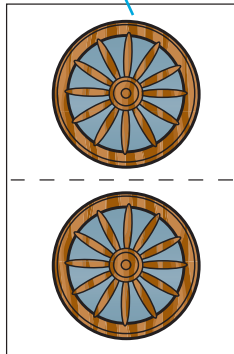
6



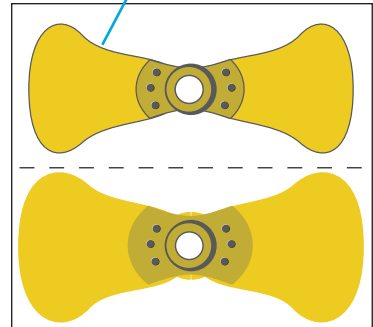
13



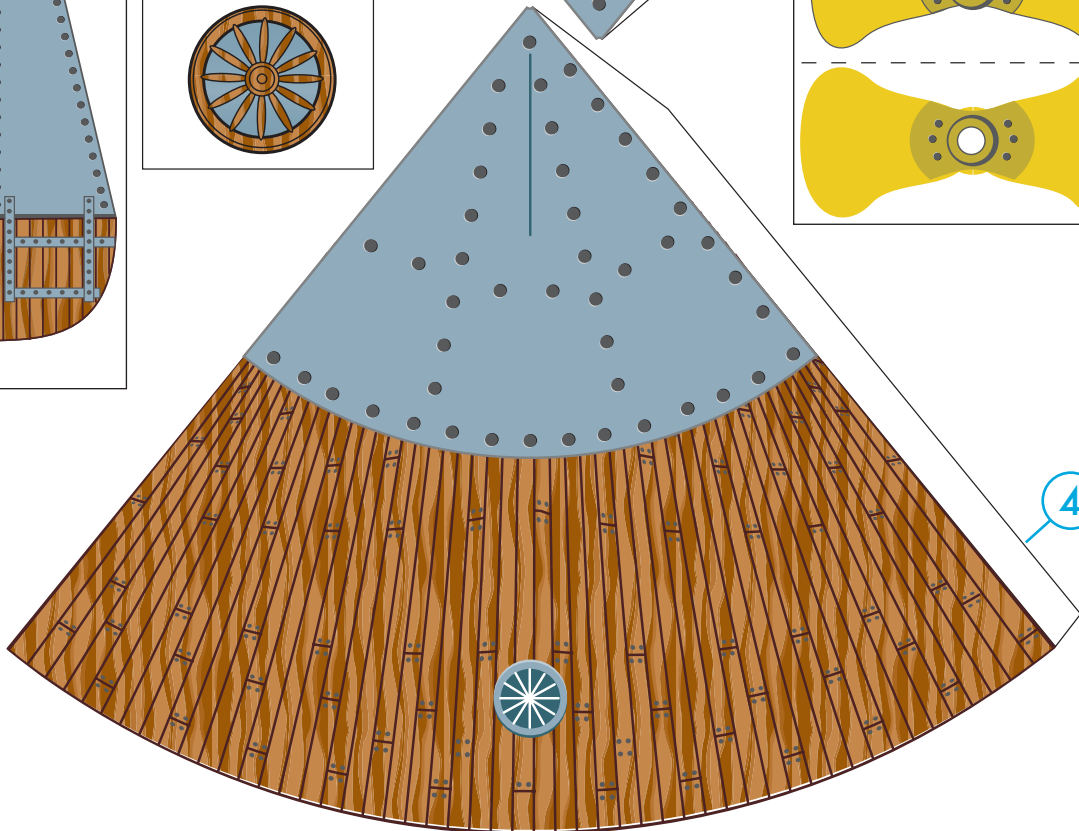
12



15



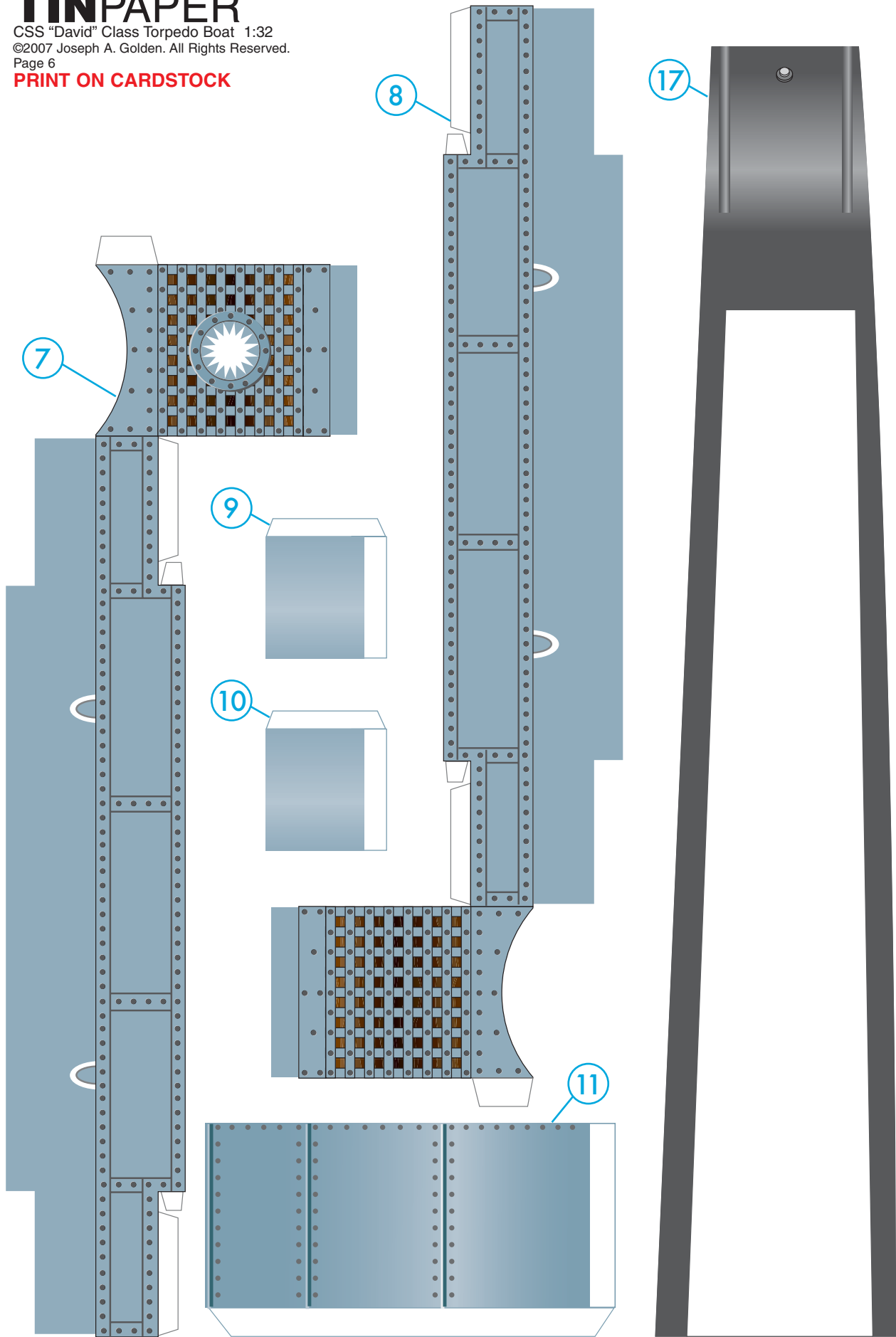
4



TINPAPER™

CSS "David" Class Torpedo Boat 1:32
©2007 Joseph A. Golden. All Rights Reserved.
Page 6

PRINT ON CARDSTOCK



TINPAPER™

CSS "David" Class Torpedo Boat 1:32
©2007 Joseph A. Golden. All Rights Reserved.
Page 7

PRINT ON PAPER

