### Specifications

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Length</td>
<td>341.3m</td>
</tr>
<tr>
<td>Flight Deck Width (max)</td>
<td>73.3m</td>
</tr>
<tr>
<td>Waterline Length</td>
<td>317m</td>
</tr>
<tr>
<td>Beam</td>
<td>40.5m</td>
</tr>
<tr>
<td>Draught</td>
<td>10.8m</td>
</tr>
<tr>
<td>Displacement (std)</td>
<td>75,700t</td>
</tr>
<tr>
<td>Displacement Loaded</td>
<td>89,600t</td>
</tr>
</tbody>
</table>

- **Nuclear Reactors**: Pressurized Water Cooled A2W x 8
- **Main Engines**: Geared Steam Turbines x 4
- **Power**: 280,000shp
- **Speed**: 30 knots
- **Armament**: 20mm Vulcan Phalanx CIWS x 3
- **Sea Sparrow AA Missle Launcher Mk 29**: x 3
- **Steam Catapults**: 4
- **Side Elevators**: 4
- **Aircraft**: 80 - 95
- **Complement**: 5,500

### Model Details

**1:350 Scale**

**U.S. Aircraft Carrier CVN 65 ENTERPRISE**

**item**: HM2401

**Scale**: 1/350

**Supplier**: 2403
The United States Navy Aircraft Carrier CVN-65 Enterprise, also known as the “Big E,” is the world's largest ship and the first nuclear powered aircraft carrier. Webster defines the word Enterprise as meaning “ Undertaking, Project, A business organization, Initiative, etc.” and the CVN-65 fits all of these definitions perfectly for the carrier. Enterprise is the fifth U.S. Navy vessel to carry the name, and the first one was launched in 1776 as a one masted sailing ship that served during the American Revolution and its displacement was only about 1/100 of the current namesake. Following the end of the second world war, the U.S. Navy had on hand 99 aircraft carriers, with another 39 under construction, but with the completion of hostilities construction was halted and many of the others were mothballed in 1947, only 20 carriers were in active service, including the Midway. With the advent of jet aircraft and heavier gross weights of the new planes, a large 60,000 ton class of carrier was discussed to cover these needs. Construction began in CVBB-8 in 1948, a 65,000 ton class carrier, but was halted after only five days, because of a change in political thinking wherein emphasis was placed upon tactical long range bombers instead. With lessons learned during the Korean conflict, 4 new carriers, of the Forrestal class, at 64,000 tons were constructed during the 1955–59 time period, and the Improved Constellation was completed in 1961. During this period, the U.S. Navy had progressed in the development and testing of a trial nuclear powerplant, suitable for surface ships, and was first used in the Cruiser Long Beach, making it the first nuclear powered surface vessel. Funding was received by the Navy for the construction of a 75,000 ton displacement nuclear powered carrier and the Newport News Shipbuilding and Dry Dock firm began construction on 4 February 1958. The CVN-65 was launched as the Enterprise on 24 September 1960 as the largest ship afloat. Its waterline is 317 meters long and has a beam of 40.5m, but even with these awesome dimensions it has the same draught as that of the Kitty Hawk class carriers. The Enterprise is powered by eight pressurized-water cooled A2W nuclear reactors and 4 geared steam turbines by Westinghouse, which produces 280,000 horsepower. With this power the Enterprise can travel 140,000 n.m at 36 knots or 400,000 n.m at 20 knots. Cost of construction was 460 million dollars.

In January 1970 the Enterprise completed her 3rd refueling and overhaul, with many modifications updating the state of the art in electronics, communications and weapons. The CVN-65 carries 94 aircraft which include F4F, Tomcat, A-7E Corsair II, A-6E Intruder, KA-6D Intruder, S-3A Viking, EA-6B Prowler, E-2C Hawkeye and SH-3H Sea King helicopters.

The United States Navy Aircraft Carrier CVN-65, previously known as Big E, was the world’s largest ship. The Enterprise was the fifth U.S. Navy vessel to carry the name, and the first one was launched in 1776 as a one masted sailing ship that served during the American Revolution. Following the end of World War II, the U.S. Navy had 99 aircraft carriers, with another 39 under construction, but with the completion of hostilities construction was halted and many of the others were mothballed in 1947, only 20 carriers were in active service, including the Midway. With the advent of jet aircraft and heavier gross weights of the new planes, a large 60,000 ton class of carrier was discussed to cover these needs. Construction began in CVBB-8 in 1948, a 65,000 ton class carrier, but was halted after only five days, because of a change in political thinking wherein emphasis was placed upon tactical long range bombers instead. With lessons learned during the Korean conflict, 4 new carriers, of the Forrestal class, at 64,000 tons were constructed during the 1955–59 time period, and the Improved Constellation was completed in 1961. During this period, the U.S. Navy had progressed in the development and testing of a trial nuclear powerplant, suitable for surface ships, and was first used in the Cruiser Long Beach, making it the first nuclear powered surface vessel. Funding was received by the Navy for the construction of a 75,000 ton displacement nuclear powered carrier and the Newport News Shipbuilding and Dry Dock firm began construction on 4 February 1958. The CVN-65 was launched as the Enterprise on 24 September 1960 as the largest ship afloat. Its waterline is 317 meters long and has a beam of 40.5m, but even with these awesome dimensions it has the same draught as that of the Kitty Hawk class carriers. The Enterprise is powered by eight pressurized-water cooled A2W nuclear reactors and 4 geared steam turbines by Westinghouse, which produces 280,000 horsepower. With this power the Enterprise can travel 140,000 n.m at 36 knots or 400,000 n.m at 20 knots. Cost of construction was 460 million dollars.

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飛機為1500米。Clas Vulcan/Pharim系統由安裝在飛
機上的兩種雷達和兩種雷達顯示器組成，這兩種雷達
分別是頂部雷達和側邊雷達，其中有一種是為了
在飛機儀表板上顯示。Clas Vulcan/Pharim可以保護
飛機在不同高度和方向的空中目標遭到敵機的攻
擊。

**機構：**

企業機構與衆不同的機構設置在飛機的右邊是全
程中的一個重要部分。當災難發生時，它們是由被安裝在飛機的
機械結構的外側和內部的一部分組成的。在正常運行情
況下，它的結構非常緊湊，可以在飛機的結構中起到
重要的作用。在飛行中，它們被用於傳遞飛機的信
息。飛機的飛行性能和運行安全在很大程度上取
決於這種機構的可靠性。

**通路：**

這是飛機飛行過程中的飛行風險，並且低於飛
行甲板平面上的飛行風險。它們用作在飛機的飛行
過程中的保護和飛行機的 Tells 和 Shop Protection System

**火警組織：**

在飛機的飛行過程中的火警組織是飛行甲板
上的火警組織。在飛行中，它們被用於飛機的
安全和飛行過程中的安全。它們是飛行甲板上
的火警組織的一部分。在飛行中，它們被用於
保護飛機的機械結構和飛行員的生命安全。在
飛行的過程中，它們的飛行性能和飛行過程
中的安全在很大程度上取決於這種機構的可
靠性。

**通路：**

這是飛機飛行過程中的飛行風險，並且低於飛
行甲板平面上的飛行風險。它們用作在飛機的飛行
過程中的保護和飛行機的 Tells 和 Shop Protection System

**Sps-48三維雷達系統：**

在飛行甲板上的Sps-48三維雷達系統是飛行甲板
上的三維雷達系統的一部分。它們被用於在飛行
甲板上的飛行風險的保護。在飛行中，它們被用於
保護飛機的機械結構和飛行員的生命安全。在
飛行的過程中，它們的飛行性能和飛行過程
中的安全在很大程度上取決於這種機構的可
靠性。

**低空警報系統：**

在飛行甲板上的低空警報系統是飛行甲板
上的一個重要的警報系統。在飛行中，它們被用於
保護飛機的機械結構和飛行員的生命安全。在
飛行的過程中，它們的飛行性能和飛行過程
中的安全在很大程度上取決於這種機構的可
靠性。

**飛機固定裝置：**

飛機固定裝置是飛行甲板上的一個重要的飛機
固定裝置。在飛行中，它們被用於保護飛機的機
械結構和飛行員的生命安全。在飛行的過程中，它們
的飛行性能和飛行過程中的安全在很大程度上取
d決於這種機構的可靠性。
1. Attaching Bow

如果沒有塗裝說明，就塗成船體
颜色：船體顏色配比為：淡灰色 3 + 浅白色 1.
船底顏色：粉紅(XF-7)：2+ 浅褐色：1

2. Attaching Elevator Guide Rails

連接升降機軌道（安裝）
※選 B9, 11, 13 or B8, 10, 12 if you attach side elevators at down position at step 7 and 8. Use B8, 10 and 12.
※選擇 B9, 11, 13 or B8, 10, 12. 如果連接升降機下面一側的台階⑦和⑧，應採用 B8, 10 和 12.
**18 Assembly of Aft Flight Deck**

Refer to page 24 and 26 about painting aft flight deck.

- **Nylon Line**:尼龍線
  - Tie a nylon line and apply instant cement to knot to prevent coming loose.

- **Attaching Side Elevator**:升降機側面
  - Select either up or down position. If you attach B9, 11 and 13 in step 3, select up position. Use B9, 10 and 12 for down position.

- **Attach side elevator here for up position.**:連接升降機側面上部於此處

- **Attach side elevator here for down position.**:連接升降機側面下部於此處

- **Fix with ultrafine tape until cement has set:**用玻璃膠帶固定直到膠接劑干凈

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**Additional Notes**

- 36cm Nylon Line
- 3.5cm尼龍線

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**Diagram Notes**

- C36 C35 C34
- German Grey (2969)
- 經典灰色

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**Diagram Instructions**

- 船尾飛行甲板
- 后飛行甲板
- 第4號升降機側面
Assembly of Midship Flight Deck

To reproduce a landing scene, as shown below, Aircraft lands while aiming a point between 1st and 2nd wires.

Attaching Midship Flight Deck

*Refer to P13 about attaching side elevators.

- Nylon Lines
- 35cm Nylon Line
- 35cm 尼龍索

- 3mm x 8 Aluminum Countersunk Head Screws
- 3mm x 8 沉頭螺絲

No2 Side Elevator
2 号升降機側邊

No3 Side Elevator
3 号升降機側邊
Attaching Fore Flight Deck Parts to Port Side

Attaching Fore Flight Deck Parts to Starboard Side
28. *Down Position of Antennas*  
Attach E27, 29, 39 and 40 at the angle shown below.  
連接E27,29,39以及40，如箭示角度外。  
E27  E29  E39  E40

29. *Attaching Bow Antennas to Port Side*  
連接艦首天線於左艦邊緣

29. *Attaching Bow Antennas to Starboard Side*  
連接艦首天線於右艦邊緣

E27  E29  E39  E40
30 Attaching Antennas

31 Assembly of Island

Light Grey + Field Blue (XF-51): 1 濃灰色 3 + 原野蘭 1
Assembly of Aircraft

1. A-6E Intruder  A-6E 入侵者
2. F-18A Hornet  F-18A 大黃蜂
3. A-7E Corsair II  A-7E 海盜 II
4. S-3A Viking  S-3A 海王
5. F-14A Tomcat  F-14A 雄貓

Instructions for assembly:

1. Use clay for weight.
2. Cut off and fold wings.
3. Place weight here.
4. Remove for take off and landing.
5. Remove for taking off and landing.
6. Take off and landing.
The antenna will make your model look better. It should be added after the model has been painted. Make slimmer wires for the antenna as follows. Cut off a runner to a suitable length. Heat it with a candle flame for a while. Remove from the flame and pull it both ways. Attack the antenna referring to P21, box top, etc. Cut a little longer than necessary. Fix in place by applying adhesive with a match. The extra should be cut off after the adhesive has dried.

(After Navigation)

(Aircraft Mounting Examples)

☆ Arrange aircraft on flight deck referring to illustrations below and other references.参照下圖解和其它指示排列飛行甲板上的飛機

(During Navigation)

(飛行期間)

F-14A 熱貓

Decals

印圖案

Signal Hyland

信號旗織

Signal Hyland

信號旗織

A-7E 海鷹

A-7E Conair II

A-6E 入侵者

A-6E 進犯者

S-3A Yakov

NS-50 Mobile Crane

NS-50 車載式起重機

NS-50 Mobile Crane

NS-50 車載式起重機

MD-3A Tow Tractor

MD-3A 昇降式 3A 車載

MB-1A Crash Truck

MB-1A 災害機救車

MB-1A 災害機救車

S-3A Yakov

NS-50 Mobile Crane

NS-50 車載式起重機

F-14A 熱貓

F-14A 熱貓

F-14A 熱貓

(起飛狀態)

F-14A 熱貓

(起飛狀態)

A-7E 海鷹

A-7E Conair II

A-7E 入侵者

F-18A 熱鋒

(停放狀態)

F-18A 熱鋒

(停放狀態)

MD-3A Tow Tractor

MD-3A 昇降式 3A 車載

NS-50 Mobile Crane

NS-50 車載式起重機
Painting

(Painting of the Enterprise and Aircraft)

CVN-65 is painted overall a light grey. Hull below waterline is dark red and the waterline stripe is black.

The weathering area of the bridge structure is a little darker grey than the hull and the flight deck is an even darker shade of grey. Tie-down fittings and chocks are flat white.

Other painted markerings are in white, dashed yellow and white with lighter yellow.

The flight deck is painted white with red and blue bands.

The aircraft are painted in a two-tone scheme with the top half painted in Light Grey (XF-66) and the bottom half in Flat Black (XF-7).

The main colors are:
- Light Grey (XF-66)
- Flat Black (XF-7)
- Flat Red (XF-7)
- Flat Brown (XF-63)
- German Grey (XF-63)
- Dark Grey (XF-24)
- Flat White (XF-24)

The markings and text are printed in black and white.

The details of the aircraft and the bridge structure are shown in great detail.

The diagram shows the layout of the flight deck and the various aircraft painted on it.

The text provides instructions on how to paint the aircraft and the bridge structure.

The diagram also shows the various colors used for painting the aircraft and the bridge structure.
關於國際信號旗

國際信號旗是國際間使用的通信工具，用於在海軍之間進行遠距離通信。信號旗通常由多種顏色和數字組成的三角旗和10個數字的三角旗。信號旗在報廢信號時使用，將信號旗掛在船的桅杆或桿上。信號旗的顏色和數字的排列方式可以表示各種不同的信號。信號旗的使用可以避免誤解，提高通信的準確性和有效性。