



Nz 74 Kota Radja, Rotterdamse Lloyd, 1927  
On her way to the trials



Nz 74A Kota Radja, Rotterdamse Lloyd  
In Dutch East Indies waters, shortly before  
the Japanese invasion in 1942.

For technical and historical data, see overleaf.

The Kota class ships, (Kota=town), were designed to profit from the increasing capacity demand for freight between Europe (Rotterdam) and the Dutch East Indies. All ships also had accommodation for up to 20 passengers and on the tween decks, between 1800 and 2000 pilgrims could be carried between Java and Saudi Arabia. When pilgrims were carried, extra lifeboats were taken on board. In the case of the Kota Radja, two boats were placed next to the port boats and one next to the first starboard boat. In other Kota ships, other solutions to increase the number of boats were used.

The first orders were given to Maatschappij "De Schelde" in Flushing, (Kota Radja), and to Etablissement Fijenoord in Rotterdam, (Kota Inten). Although the ships looked very much alike, the form of the hull was somewhat different. (The Kota Radja had a sharp cruiser stern and the Kota Inten a round one).

The shipyards had a free hand in the layout of the passenger accommodation and the ventilation system of the whole ship, resulting in quite some differences between the ships on the outside..

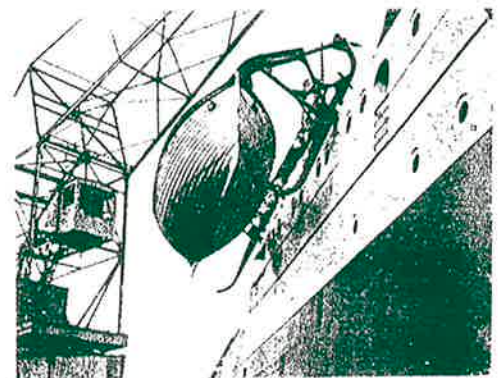
The 7 cylinder MAN diesel in the Kota Inten needed more head room to service the motor than the 8 cylinder motor in the Kota Radja, reason why the height of motor ventilation shaft was another difference between the ships.

The Lloyd had for some time been experimenting with stay-free masts. On the Kota Radja, a new mast design without stays was tried out. The results must have been positive, as "De Schelde" used the same design for the Kota Baroe, built two years later.

On the Kota Radja and the Kota Inten a new type of davit was tried out. On both ships the second starboard lifeboat was fitted with a "Vreugdenhil" davit, named after the man who had patented the system. It allowed the lifeboats to be lowered regardless the list of the vessel.



September 2000.



Vreugdenhil davit on the Kota Radja.

| NZ number                       | Name<br>Yard<br>Yard number                              | Tonnages<br>gross-net<br>-dwt | Dimensions<br>in meters | Engine  | Service speed<br>Passengr. acc.<br>Tweendeck cap. | Dates of<br>keel laid down<br>and maiden trip | Specific<br>observations   | History and fate  | Main Armament<br>of WW II model version                               |
|---------------------------------|--|-------------------------------|-------------------------|---|---|---|--|---|---|
| <b>74 (FR/PA)</b><br>Slt. 1927  | <b>Kota Radja</b><br>Mij "de Scheide"<br>Flushing<br>182 | 7166<br>5423<br>9545          | 141,46<br>18,55<br>8,14 | 8 cyl. two stroke<br>single action<br>M.A.N. diesel<br>5200 pk            | 14 kn<br>28<br>2000                               | 06-11-1926<br>05-11-1927                      | Goalpost masts<br>Short bridgedeck<br>2nd Sb. lifeboat<br>fitted with<br>Vreugdenhil davits<br>Pointed cruiser stern | Was painted grey in 1941, but not armed. Sailed mainly between South America and Dutch East Indies until 22-02-42, when it was hit by Japanese bombs when in Soerabaja harbour. It was towed to sea and scuttled by the crew. No casualties.  |   |
| <b>74A (FR/PA)</b><br>Slt. 1942 |  |                               |                         |   |   |   |  |   |   |
| <b>75 (FR/PA)</b><br>Slt. 1927  | <b>Kota Inten</b><br>Eis Fijenoord<br>Rotterdam<br>306   | 7211<br>4550                  | 141,67<br>18,55         | 7 cyl. two stroke<br>double action  | 14 kn<br>18                                       | 06-02-1926<br>25-10-1927                      | 2nd Sb. Lifeboat<br>fitted with<br>Vreugdenhil davits<br>Short bridge deck<br>High motorcasing                       | From 1942 in charter with BMWT as freighter. In charter with USWSA in 1943. Conversion to troopship 1943/1944 in New York (1753 pass.). From then on in Pacific theatre. Released Feb. 1946. In Dutch Government service as troopship and emigration ship to Canada. Refit as freighter without pass. acc. in 1951. (7731g. 4550 n. 9100 d.). In 1958 scrapped in Hong Kong | 1-4" LA, 3-3" HA,<br>4-20mm Oerlikon                                  |
| <b>76 (AP)</b><br>Slt. 1944     |  | 9540                          | 9,05                    | M.A.N. diesel<br>5200 pk  | 1800  |   |  |   |   |
| <b>77 (AP)</b><br>Slt. 1948     |  |                               |                         |   |   |   |  |   |   |
| <b>78 (FR)</b><br>Slt. 1951     |  |                               |                         |   |   |   |  |   |   |
| <b>79 (FR/PA)</b><br>Slt. 1927  | <b>Kota Gedé</b><br>Eis Fijenoord<br>Rotterdam<br>309    | 7323<br>4515                  | 141,35<br>18,55         | 7 cyl. two stroke<br>double action  | 14 kn<br>26                                       | 23-02-1927<br>19-09-1928                      | High motor casing  | From 1942 in charter USWSA, later BMWT as freighter. In 1946 first ship back in regular service. 20 passengers and 129 in tweendeck accommodation. Sold in 1958 to Hong Kong to be scrapped.  | 1-4" LA, 4-20mm Oerlikon  |
| <b>80 (AK)</b><br>Slt. 1944     |  | 9560                          | 8,16                    | M.A.N. diesel<br>5200 pk  | 1800  |   |  |   |   |
| <b>81 (FR/PA)</b><br>Slt. 1929  | <b>Kota Baroe</b><br>Mij "de Scheide"<br>Flushing<br>183 | 7307<br>4523                  | 141,67<br>18,55         | 8 cyl. two stroke<br>single action  | 14 kn<br>30                                       | 16-05-1927<br>25-01-1929                      | Goalpost masts<br>Pointed cruiser<br>stern   | In 1943 conversion in Baltimore to troopship. (1885 pass.) USWSA From then on active in Pacific waters. From 03-46 to '48 in charter by Dutch Government as troopship. Refitted as freighter in 1952. Sold to Hong Kong in 1958 to be scrapped.   | 1-4" LA, 2-3" HA,<br>2-double 20mm Oerlikon<br>2 single 20mm Oerlikon |
| <b>82 (AP)</b><br>Slt. 1944     |  | 9250                          | 8,13                    | Sulzer diesel<br>5200 pk  | 1800  |   |  |   |   |
| <b>83 (AP)</b><br>Slt. 1947     |  |                               |                         |   |   |   |  |   |   |
| <b>84 (AK)</b><br>Slt. 1942     | <b>Kota Tjandi</b><br>Wilton<br>Rotterdam<br>319         | 7309<br>4581<br>9615          | 141,31<br>18,5<br>8,11  | 7 cyl. two stroke<br>double action<br>Fijenoord/M.A.N.<br>diesel. 5200 pk | 14 kn<br>20<br>1800                               | 00-09-1928<br>00-02-1930                      | High motorcasing   | 1940 in charter with BMWT as freighter. While sailing in convoy TS 37 en route from Takoradi to England, torpedoed by U-515 on 30-4-1942 near Freetown 7.15 N and 13.49 W. 6 casualties.  | 1-4" LA, 2-20mm<br>Oerlikon<br>1-double 20mm Lewis                    |
| <b>85 (AK)</b><br>Slt. 1942     | <b>Kota Pinang</b><br>N.S.M.<br>Amsterdam<br>201         | 7275<br>4532                  | 141,58<br>18,48<br>8,11 | 7 cyl. two stroke<br>double action<br>Fijenoord/M.A.N.<br>diesel. 5200 pk | 14 kn<br>20<br>1800                               | 16-01-1929<br>29-05-1930                      | Funnel ex Patia<br>High motorcasing  | In Rotterdam harbour at outbreak of war. On 10-04-1941 confiscated by German auth and under German flag. Renamed "Klara". Supply ship for U-boats on the Atlantic. On position 43.31 N and 24.06 W, 750 miles west of Cape Ortegal sunk by HMS Kenya on 10-03-1943.   | 2-3,7cm, 4-20mm   |
| <b>86 (FR/PA)</b><br>Slt. 1930  | <b>Kota Agoeng</b><br>Eis Fijenoord<br>Rotterdam<br>317  | 7331<br>4482                  | 141,21<br>18,55         | 2-5 cyl. two stroke<br>double action                                      | 14 kn<br>20                                       | 27-07-1929<br>23-10-1930                      | Low funnel<br>First in Netherlands with<br>2 high rev. motors with gear-<br>wheel transmission                       | In 1942 conversion to troopship (1509 pass) in San Francisco for USWSA. During five years active in Pacific waters. Returned to the Netherlands in Sept 1947. In charter by the Dutch government as troopship (Unarmed) until 1952. Refitted as freighter with passenger accommodation. Back in line service until 1956. Sold to Hong Kong to be scrapped.                  | 1-4" LA, 3-3" HA,<br>7-20mm Oerlikon                                  |
| <b>87 (AP)</b><br>Slt. 1944     |  | 9760                          | 8,16                    | Fijenoord/M.A.N.<br>diesel. 5200 pk                                       | 1800  |   |  |   |   |
| <b>88 (AP)</b><br>Slt. 1949     |  |                               |                         |   |   |   |  |   |   |
| <b>89 (FR/PA)</b><br>Slt. 1936  | <b>Kota Nopan</b><br>Mij "de Scheide"<br>Flushing<br>187 | 7319<br>4583<br>9410          | 141,67<br>18,5<br>8,14  | 8 cyl. single stroke<br>double action<br>Sulzer diesel.<br>5200 pk        | 14 kn<br>20<br>1800                               | 19-09-1929<br>25-07-1931                      | Medium funnel<br>Pointed cruiser<br>stern<br>Nz 87 as pilgrim<br>carrier with 6 extra<br>lifeboats                   | On 17-08-1941 stopped and taken over by German raider "Komet" on pos. 01.22 S and 89 W near Galapagos Islands en route from Makassar to New York. Blockade runner for Kriegsmarine. Renamed "Karin". On 10-03-1943 en route from Singapore to Bordeaux stopped by USS Savannah, Santé, Livermore and Eberlé. Scuttled by German crew on pos. 07.21 S and 20.45 W.           | 1-10,5 cm<br>2-3,7 cm<br>12-20mm                                      |
| <b>90 (BLRU)</b><br>Slt. 1943   |  |                               |                         |   |   |   |  |   |   |