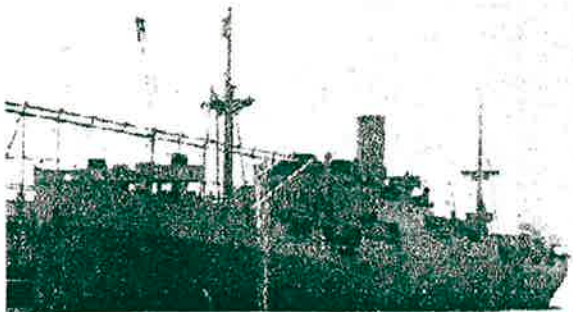


Nz 75 Kota Inten, (1927), Rotterdamsche Lloyd. For general technical information, see reverse side.



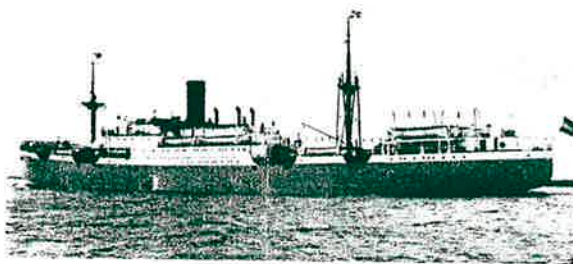
Kota Inten was one of the first Kota ships ordered. Like Kota Radje, she had one "Vreugdenhil davit" on starboard. Until May 1940, Kota Inten sailed in the regular service between Rotterdam and the Dutch East Indies. On the tweendeck, she could carry 1880 pilgrims between Saudi Arabia and Java. She had just left Rotterdam harbour again, when Holland was drawn into the war. In April 1942 she was given in time charter to US WSA. This charter was taken over by B.M.W.T in 1943. Kota Inten made several trips from New York to East Africa, India and Iran as armed freighter.

Nz 76 Kota Inten AP. (1944), as troopship for the US Army.



Kota Inten spent six months at the conversion yard, (August 1943-March 1944). Extra covered space was made around both masts, on which extra life boats were placed. The ship was given a "Measure 22" camouflage. (Haze Gray with navy blue parallel to the boot top half way the hull). Early March 1944, she sailed from Norfolk, via the Panama canal, to the Pacific area. From San Francisco she made several three months trips all over the Pacific. Her last trip for WSA took her in January 1946 to Honolulu, via the Panama canal to Naples. She was released from troop service on 11 February 1946.

Nz 77 Kota Inten. Situation 1948 as Emigration ship in Charter by the Dutch Government



Directly after Kota Inten was released by USWSA, the Dutch Government chartered the ship to take Dutch troops to the Dutch East Indies, bringing back refugees. During home bound trips, Kota Inten was also used as hospital ship. From 1948, the Government needed extra capacity to cope with a large post war emigration wave to Canada, New Zealand and Australia. Up to 1951, Kota Inten was chartered to bring emigrants from Rotterdam to Canada.

Nz 78 Kota Inten after conversion to freighter.



In September 1951, Kota Inten was converted into a freighter without passenger accommodation at the Wilton Fijenoord yard in Rotterdam. All accommodation forward and aft was concentrated in the mid ship and used for cargo. An extra hatch was made on the poop. Her gross tonnages increased to 7731. At a later stage, also an extra mast and derrick were installed near the new hatch. The "Vreugdenhil davit" was removed and replaced by a gravity davit. In October 1957, Kota Inten was sold for £ 90 000 to Hong Kong to be scrapped.

Sources:
 Rotterdamsche Lloyd by B.W.Scholten en F.M.W.Haalmeijer
 Van Barkschip tot Willem Ruys, by F.W.G. Leeman
 Troopships of World War II, by R.W.Charles
 Capt. R.Mark Heilenday USN

Kota-Class ship models to be released by "Noordzee Models"

Nz number	Name Yard Yard number	Tonnages gross-net -dwt	Dimensions in meters	Engine	Service speed Passengr. acc. Tweendeck cab.	Dates of keel laid down and maiden trip	Specific observations	History and fate	Main Armament of WW II model version
74 (FR/PA) Sit. 1927	Kota Radja Mij. "de Schelde" Flushing 182	7166 5423 9545	136,9 18,55 8,14	8 cyl. two stroke single action M.A.N. diesel 5200 pk	14 kn 28 2000	06-11-1926 05-11-1927	Goalpost masts Short bridge deck 2nd Sb. lifeboat fitted with Vreugdenhil davits 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.	
74A (FR/PA) Sit. 1942									
75 (FR/PA) Sit. 1927	Kota Inten Ets Fijenoord Rotterdam 306	7211 4550 9540	141,67 18,55 9,05	7 cyl. two stroke double action M.A.N. diesel 5200 pk	14 kn 18 1800	06-02-1926 25-10-1927	2nd Sb. Lifeboat fitted with Vreugdenhil davits Short bridge deck High motor casing	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, 6-20mm Oerlikon
76 (AP) Sit. 1944									
77 (PA/E) Sit. 1950									
78 (FR) Sit. 1956									
79 (FR/PA) Sit. 1927	Kota Gedé Ets Fijenoord Rotterdam 309	7323 4515 9560	137,12 18,55 8,16	7 cyl. two stroke double action M.A.N. diesel 5200 pk	14 kn 26 1800	23-02-1927 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
80 (AK) Sit. 1944									
81 (FR/PA) Sit. 1929	Kota Baroe Mij. "de Schelde" Flushing 183	7307 4523 9250	141,67 18,55 8,13	8 cyl two stroke single action Suizer diesel 5200 pk	14 kn 30 1800	16-05-1927 25-01-1929	Goalpost masts Pointed cruiser 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, 8-20mm Oerlikon
82 (AP) Sit. 1944									
83 (AP) Sit. 1947									
84 (AK) Sit. 1942	Kota Tjandi Wilton Rotterdam 319	7309 4581 9615	137,1 18,5 8,11	7 cyl. two stroke double action Fijenoord/M.A.N. diesel. 5200 pk	14 kn 20 1800	00-09-1928 00-02-1930	High motor casing	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 Oerlikon 1-double 20mm Lewis
85 (AK) Sit. 1942	Kota Pinang N.S.M Amsterdam 201	7275 4532 9620	137,02 18,48 8,11	7 cyl two stroke double action Fijenoord/M.A.N. diesel. 5200 pk	14 kn 20 1800	16-01-1929 29-05-1930	Funnel ex Petita High motor casing	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 Ortegale sunk by HMS Kenya on 10-03-1943.	2-3,7cm, 4-20mm
86 (FR/PA) Sit. 1930	Kota Agoeng Ets Fijenoord Rotterdam 317	7331 4482 9760	137,02 18,55 8,16	2-5 cyl. two stroke double action Fijenoord/M.A.N. diesel. 5200 pk	14 kn 20 1800	27-07-1929 23-10-1930	Low funnel First in Netherlands with 2 high revel motors with gear- 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 1958. Sold to Hong Kong to be scrapped	1-4"LA, 3-3"HA, 7-20mm Oerlikon
87 (AP) Sit. 1944									
88 (AP) Sit. 1949									
89 (FR/PA) Sit. 1936	Kota Nopan Mij. "de Schelde" Flushing 187	7319 4583 9410	141,67 18,5 8,14	8 cyl single stroke double action Suizer diesel. 5200 pk	14 kn 20 1800	19-09-1929 25-07-1931	Medium funnel Pointed cruiser stem Nz 87 as pilgrim carrier with 6 extra lifeboats	On 17-08-1941 stopped and taken over by German raider "Kommet" on pos. 01.22 S and 89 W near Galapagos Islands en route from Makassar to New York. Blockade runner for Kriegs Marine. Renamed "Karin". On 10-03-1943 en route from Singapore to Bordeaux stopped by USS Savannah, Santie, Livermore and Eberlé. Scuttled by German crew on pos. 07.21 S and 20.45 W.	1-10,5 cm 2-3,7cm 12-20mm
90 (BLRU) Sit. 1943									