



REUNION '92

**A BRIEF
HISTORY
OF THE SHIP**

from

COMMISSIONING – 20th OCTOBER, 1947

to

PAYING OFF – 27th FEBRUARY, 1964



HMCS Cayuga

First of name

Builders: Halifax Shipyards

Engined by: John Inglis, Halifax

Ordered: 1942

Laid Down: 7th October 1943

Launched: 28th July 1945

Commissioned: 20th October 1947



Commissioned as a Tribal class destroyer
 Refitted February 1953 as an Escort destroyer

Specifications:

Length: 355'6"

Beam: 37'6"

Tonnage: 2,200 standard
 (1953) 2,745 full load

Speed: 32 knots

Complement: 14 Officers and 245 men

Armament:

(October 1947)

6 – 4.7" (3 mtgs)

2 – 4" (1 mtg)

4 – 2 pdrs (1 mtg)

6 – 20 mm

4 – 21" torpedo tubes

(Revised – various dates)

4 – 4" (2 mtgs)

2 – 3".50 (1 mtg)

4 – 40 mm

4 – 21" torpedo tubes

2 – 3 barrel Squid mtgs

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Alton, Hampshire,
England

Although *Cayuga* was built on the east coast of Canada, she was intended for service on the Pacific coast. A skeleton crew carried out her acceptance trials the day after she was commissioned and she was then turned over to the dockyard electricians who installed her fire control equipment. This work was completed and tested by her full complement who had arrived from British Columbia. On 4th February 1948, *Cayuga* set out for Esquimalt.

There were lengthy calls at Bermuda (where she handed over victualling stores for *Haida*), Kingston, the Canal Zone, Manzanillo and Long Beach. Official calls and informal entertainment occupied their social time at these ports, but there was also a great deal of work to be done aboard *Cayuga*. Many steam leaks and other defects developed, the most serious being the complete breakdown of the port low-power turbine. Most of the passage to Esquimalt was on one engine at a maximum speed of eight knots.

Cayuga was docked as soon as she arrived on 22nd March, and repairs were not complete until 18th May. Ten days later Commander Robertson was put in charge of relief work in the Fraser Valley floods. He was accompanied by a number of *Cayuga's* officers and men until the emergency was over on 15th June. *Cayuga* was drydocked for a routine refit from 5th July to 5th August, and then she was ready to begin a proper training programme. She accompanied *Athabaskan* in exercises and cruises until the end of the year when she was paid off for refit.

When *Cayuga* recommissioned on 15th September 1949, two triple-barrelled squid mountings had replaced 'Y' mounting, and besides the necessary extra gear and accommodation, the ship also boasted a modern laundry system. It took a long time for sea trials, tests and workups to sort out all the problems in the new gear, and it was not until late January 1950 that *Cayuga* was able to go on a fortnight's shakedown cruise to California. During this period she had also carried out a number of other tasks. She had taken the body of a retired naval officer for burial at sea, had ferried the RCN Ice-Hockey Team to Vancouver, and rescued a dog that fell into the water from a jetty at Esquimalt.

On 14th February, *Cayuga* searched for a B36 crew who had bailed out over Hecate Strait. A fishing-boat found ten next day on

Princess Royal Island and *Cayuga* then coordinated the search for the other missing men. Two more were rescued by *Cayuga's* own shore parties, but the other five men were never seen again, even after nine days of searching. Returning from a 1950 cruise to tropical climes, the crew found a dead pelamis, or parti-coloured seasnake, in the bilges of the ship's motor-boat. The specimen was duly presented to the Victoria Museum.

After exercises and a refit, *Cayuga* joined *Athabaskan* in preparing for a cruise in European waters with the Canadian Special Service Squadron. This was cancelled when the Korean War began and *Cayuga*, under Captain Brock's command, became senior ship of the Canadian destroyers assigned to service in the Far East. Two of *Cayuga's* twin 20mm mountings were replaced by single 40mm bofors, and *Cayuga* sailed with *Athabaskan*, *Sioux* and *Ontario* on 5th July.

Cayuga began her Korean operations on 3rd August, when she escorted *Brown Ranger* to refuel the warships off the west coast. Convoy escort duty between Sasebo and Pusan followed until the 15th. *Cayuga* had already looked for Communist junks at Yosu. She now joined *Mount's Bay* in shelling the harbour installations at the little port.

After three more convoy escort missions, *Cayuga* screened *Triumph* in the Yellow Sea until the 24th and then joined the west coast blockade off Kunsan and Inchon. Most of the junks and sampans she intercepted were fishing or carrying refugees. At the end of the month *Cayuga* carried out a bombardment with *Kenya* before returning to Sasebo where she remained until 11th September.

Athabaskan, *Bataan*, *Cayuga* and *Warramunga* were among the ships assigned to the covering forces during the Inchon landing which would strike directly at Seoul. Their primary mission was to prevent enemy submarines from interfering with the landing but they carried out a few bombardment and escort duties and also continued their blockade of the coast. Most of their tasks were monotonous and routine. *Cayuga's* crew had already suffered from sores, boils and swollen ankles because of the heat. Now frequent bombardments shook free glass wool insulation used for winterisa-

tion. Dropping into bunks and clothes it caused unpleasant skin irritations.

On the whole, warships of the British Commonwealth were preferred for operations in the Yellow Sea where vessels might possibly get involved with the Chinese. Unlike the USA, the Commonwealth recognised Communist China, so any such incident could be settled diplomatically.

On 20th September, *Athabaskan* joined *Cayuga* and the ROK vessels PC704, AMS506 and AMS507 who had been blockading the Kunsan area. Captain Brock had already begun attempts to alleviate the condition of the Korean islanders. Many were starving because there were no supplies of rice from the mainland and the blockade forbade any fishing. The Tribals landed small quantities of food for children, the old and the sick. Their crews often cut their rations to send food ashore. Captain Brock also set up a temporary fishing sanctuary. Later, when Operation Comeback was put on an official footing, the fishing sanctuary's position was signalled to all forces and much larger quantities of food and medical supplies were distributed. Once *Warramunga* arrived with two tons of rice. The islanders felt that they had to reply with gifts of their own and sent bowls of flowers out to the destroyers.

On the 21st, Captain Brock planned an attack on road bridges in Beijaa Bay. AMS507 sent an ROK party ashore but they were driven off and the bridges later destroyed by air attack. Next day *Athabaskan* and *Cayuga* shelled targets around the bay until the evening when *Cayuga* developed a feed-water defect.

She was forced to return to Sasebo for condenser repairs. These were completed on 3rd October and *Cayuga* then took the Canadian Chief of Naval Staff (Vice-Admiral Grant) to see the naval side of the Korean War. His tour ended, he disembarked at Tokyo and *Cayuga* went back to blockade patrols and carrier screening north of Inchon. The only incident was on the 19th, when the vigilance of *Cayuga's* sonar operator saved her, and *Kenya* astern of her, from running into a minefield off Chodo.

On 5th November, *Cayuga* and *Athabaskan* sailed from Sasebo for Hong Kong. En route they ran into typhoon Clara in the South China Sea. Both ships were slightly damaged, *Athabaskan's* chap-

lain was injured and one man was washed overboard, but soon picked up. Next day they arrived at Hong Kong for repairs, routine maintenance and leave. Presently joined by *Sioux*, they held a memorial service for Canadians buried in Saiwan Cemetery.

When their leave period was over they learned that the Chinese Communists were intervening in force, so the Canadians would not now be returning home. Instead they were sent to the Yalu Gulf to intercept Communist junks believed to be supplying their armies in the Korean Peninsula. From 21st November to 3rd December, *Cayuga*, *Athabaskan*, *Bataan*, *Warramunga*, *Sioux* and *Forrest Royal* only succeeded in finding refugee and fishing junks. They also assisted ships in the approaches to Inchon and Chinnampo. *Athabaskan* herself was having trouble with her engines, probably as a result of fouling the port propeller off Chinnampo.

On 4th December, the destroyers were ordered to concentrate off the Daido-Ko, to cover the evacuation from Chinnampo, now being threatened by the Chinese advance. The force headed through heavy seas and snowstorms, and arrived off Chodo at 2200. Having previously operated in the Taedong River (*Warramunga's* crew had helped to organise mine clearance there) they realised the hazards of the channel up to Chinnampo. Even if the tortuous 40-mile channel was not changed overnight by 32-foot tides and strong currents, it was only 600 yards wide, marked by unlit buoys and bordered by mudbanks and minefields. Their decision to wait for dawn before attempting the passage was overruled by alarmist signals from Chinnampo. The destroyers therefore headed up the channel at night, the first time this had been done.

Warramunga went first and ran aground. Then *Cayuga* led in *Athabaskan*, *Bataan*, *Forrest Royal* and *Sioux* at one-mile intervals and each navigating independently. *Sioux* ran aground, got off, entangled a screw in a buoy cable. Once free again she was ordered to return with *Warramunga* and join *Ceylon* off Chodo, where they would cover the transports emerging from the Taedong estuary.

After a hazardous journey (*Athabaskan's* navigating officer took 189 fixes, mainly on radar, during the four-hour passage) they arrived at a peaceful and serene Chinnampo. There was no emer-

gency and the destroyers had to wait for a breakfast conference to get some idea of the situation.

During the 5th the evacuation by transport, LST and junk proceeded. Messages for junks without radios were wrapped around potatoes and thrown across. Not all the transports would be able to clear the channel before dark so *Athabaskan* established a safe anchorage just down river from Chinnampo. She destroyed three pillboxes with 4in gunfire and sent away her boats to examine refugee junks in case they were being used for minelaying. After the last transports had left, *Cayuga*, *Bataan* and *Forrest Royal* bombarded marshalling yards, oil tanks, freight cars, radio stations and other installations that Army engineers had not had time to demolish. Civilian junks were not touched, but two Koreans were injured by ricochets when *Forrest Royal's* shells hit a stone building.

That night they all sheltered in *Athabaskan's* anchorage and at dawn sailed for the open sea. The destroyers returned to patrol duties, convoy escort, carrier screening, shore bombardments and AA support at Inchon – all in snow squalls and bitter weather. On the 22nd *Athabaskan* arrived at Sasebo for a refit and was thus able to spend Christmas in harbour. The other destroyers were not so fortunate over Christmas and the New Year. On the 29th, *Ceylon*, *Rochester*, *Bataan* and *Warramunga* supported the army on the Kumpo Peninsula. Two days later the Chinese broke through and Inchon had to be evacuated.

Cayuga had been lying at anchor off Inchon from 9th to 21st December ready to repel any attack on the evacuation force gathered there. She then alternated between coastal patrols and screening *Theseus* before returning to Sasebo on 8th January 1951.

After completing a refit at Sasebo on 22nd January 1951 *Cayuga* was sent to the Inchon area. At midnight on the 24th, Captain Brock guided an American task force through the Inchon Channel and then withdrew to patrol offshore. At daylight *Cayuga* and *Nootka* went into Inchon to transfer liaison personnel to *USS St. Paul*. Coming out, the two Tribals were fired on by batteries on Wolmi-do. The destroyers silenced the artillery with 4in and 40mm shells.

Cayuga and *Nootka* were then employed alternately on carrier escort and blockade patrols. *Nootka* sank a mine with 40mm fire and also rescued the pilot of a Sea Fury that ditched close by. *Cayuga* then returned to Inchon to provide gunfire support for the troops ashore. She was again fired at on the 30th, this time by six 76mm guns, which were promptly silenced by the combined fire of all the ships in the area.

The Japanese dockyard at Kure repaired *Cayuga's* starboard screw from 5th to 12th February, and then she rejoined *Athabaskan* and the other members of the Windchasers Club in the Yellow Sea.

Cayuga's homeward voyage lasted from 16th March to 7th April and she began a refit which was completed on 25th May. On 19th June she again set out for the Far East. More working-up took place at Pearl Harbor and after a further call at Yokosuka to confer with *Nootka*, *Cayuga* arrived at Sasebo on 25th July. The same day she sailed to join *Glory's* screen off the west coast of Korea. *Warramunga* and *Huron* were already there, and *Cayuga* shared in an attack on what was later identified as a non-sub sonar contact.

Cayuga departed Sasebo on 7th August on what proved to be quite an active patrol. After conferring with *Kenya* off the Haeju-man, she set out on the 8/9th to patrol inshore. Next morning *Cayuga* shelled troops and pillboxes on Pip'a-got. At noon she met the ROKN AMS512, treated one of her crew in the sickbay and provided her with five tons of fresh water.

Back at Sok-to, Commander Plomer conferred with the local Donkey guerrilla leader, who pointed out gun-emplacements on Amgak which then received two hundred 4in shells from *Cayuga*. Just before anchoring at Chodo for the night, Commander Plomer learned that five sailing junks were going to raid Pungchon. At dawn the raiders got into difficulties, so *Cayuga* closed the shore to cover their withdrawal. She then shelled Pungchon and a group of soldiers crossing the mudflats.

Out at sea, *Cayuga* spent the rest of the morning clearing seaweed from her condenser inlets while AMS512 and AMS510 completed their promised sweep close to Amgak. *Cayuga* was now able to carry out an afternoon bombardment of artillery positions, bunkers and troop concentrations. The enemy guns replied but

without effect.

Cayuga spent the rest of the month on carrier-screening, except when she sheltered from typhoon Marge at Inchon for four days.

On 2nd September, *Cayuga* was back at Sok-to. It was learned from the local Donkey that the Communists were now in the habit of hiding in the hills to avoid the daily shelling, returning to their barracks at night. It was therefore arranged that *Belfast* should take over the necessary longer-ranged daytime bombardments, while *Cayuga* carried out harassing fire with high explosive and incendiary shells at night.

On the 6th *Cayuga* was ordered to investigate reports of junk traffic between Manchuria and North Korea. Many junks were sighted, but they were all either friendly, harmless, or close to the Chinese shore. *Cayuga* therefore returned to Chodo in time to help a guerrilla raid on the mainland. The raiders intended to bring back intelligence reports and provisions. *Cayuga* provided gunfire support at dawn on the 8th, and later her medical officer (Surgeon-Lieutenant J. C. Cyr) treated three seriously wounded ROK men including one with a bullet through his lungs. The casualties were later transferred to *Belfast*, the rest of the patrol was routine and *Cayuga* was relieved by *Sioux* on the 13th.

The bombardment of Wonsan, carrier screening on the west coast, drydocking at Kure, a second bombardment of Wonsan, more carrier screening, repairs at Sasebo: and then it was 22nd October and Commander Plomer was conferring aboard *Belfast* at Taechong-do. During the meeting a B29 crashed on the island. All the crew were safe, but two were suffering from shock. Surgeon-Lieutenant Cyr was therefore sent ashore to treat them.

After routine patrols off Chinnampo, *Cayuga* searched in vain for a crashed aircraft off Taedong and was then ordered to Taewhado. The island had just been bombarded and was expecting an invasion.

With the orders came the astonishing news that Surgeon-Lieutenant Cyr was an imposter. Although he had never given cause for complaint, and seemed quite competent, he had no medical qualifications at all. He was an American and his real name was Ferdinand Waldo Demara, Jnr. Apparently he had several

times impersonated people with professional qualifications he did not possess. He was immediately relieved of his duties and the Sick Berth Petty Officer took over until a new medical officer arrived. Demara's story aroused such interest that a film called "The Great Imposter" was made about him. The *Cayuga* sequences were later filmed aboard *Athabaskan*. (JOURNAL)

When *Cayuga* arrived at Taewha-do on the 25th, the bombing casualties were treated and *Cayuga* then carried out a couple of bombardments on the enemy-held island of Sogacha-do. The next day she transferred the casualties to *Ceylon* at Chodo and embarked supplies and passengers for Taewha-do. *Cayuga* acted as a rescue ship during a B29 raid on the mainland on the 27th, but her services were not required. She was steaming south during the afternoon of the following day, when she shelled some gun emplacements. Later on she saw some people waving to her from the shore at Kujin-ni, but no action was taken.

On the 29th, *Cayuga* was approaching Taedong to evacuate a party of friendly guerrillas, when her echo-sounder broke down. She was therefore led in by her motor-cutter taking soundings with a lead line. As the boat neared the shore, a machine gun opened up, its bullets drenching the cutter's crew with water, but not injuring anyone. The cutter was recalled, *Cayuga* shelled the offending area and they left.

En route for Pengyong-do, Commander Plomer again noticed the same people waving from the shore near Kujin-ni. A boat was sent in and contact was made with a small band of guerrillas, virtually one family, living in a cave on the shore. They needed kerosene for cooking and this was duly provided.

It was on the next day, the 30th, that *Cayuga* anchored off Sokto and was bracketted by the Amgak batteries, losing her anchor during her withdrawal. She had fired 155 4in shells with no result, when the battery opened fire. Over a hundred 76mm and 105mm shells dropped accurately around *Cayuga*. The nearest was only 60 feet away. *Cayuga* slipped her cable and withdrew stern-first, towing under, and losing her motor-cutter in the process.

Athabaskan and *Cayuga* then became concerned with Taewha-do, a small island (precariously held by the ROK) close to the Yalu

River. The associated operations usually involved a daily visit to Pengyong-do, the Leopard guerrilla headquarters.

Cayuga then spent some time screening the Yellow Sea carriers and returned that night, 8/9th, to Taewha-do, shelling troop concentrations on Tan-do and Ka-do.

Before rejoining the Yellow Sea carriers *Cayuga* reported to *Belfast* at Pengyong-do. It certainly seemed that the Communists were preparing to assault Taewha-do. Accordingly, *Belfast* and *Athabaskan* shelled Tan-do and Ka-do on the 9/10th, producing a display of searchlights and AA fire from the islands.

Cayuga went to Taewha-do. She shelled Uri-do where a troop concentration had been reported. The bombardment was controlled by the Donkey leader's very old motor-junk, known as the 'Royal Taewhadian Navy'. After six shells the Donkey's radio broke down and the rest of the bombardment had to be called off. Gales forced the cancellation of the rest of the Taewha-do patrol and *Cayuga* returned to Pengyong-do. While alongside a catamaran, two rivets gave way on the waterline and *Cayuga* now had a leak in an oil fuel tank.

On the 24th, *Cayuga* provided gunfire support for Sok-to guerrillas who were trying to destroy a 76mm battery on Wolsa-Ri. After they had withdrawn, *Cayuga* and the destroyer escort *Edmonds* covered the landing and withdrawal of Taewha-do guerrillas during a night raid on Ka-do. *Cayuga* called at Pengyong-do and arrived at Sasebo on the 26th.

The immediate result of the loss of Taewha-do was that such offshore islands now got top priority for air support, supplies and reinforcements. The UN high command decided that these islands must be held, not only for their intrinsic value, but to protect inshore channels and to act as bases for guerrilla raids on the mainland.

At the beginning of December, therefore, *Cayuga* and *Athabaskan* helped to strengthen the garrison and defences of Chodo and Sok-to. At night the destroyers anchored in The Slot between Sok-to and Pip'a-got keeping radar watch and occasionally firing 4in or starshell. The days were spent bombarding reported enemy positions, ferrying guerrillas from one island to another, and

treating their wounded. *Athabaskan* was relieved by the Dutch destroyer *Van Galen*, herself replaced by *Sioux* for an eventful period of raid and counter-raid.

Cayuga arrived on 20th December. She soon found that accurate fire from the Amgak battery prevented any anchoring in The Slot during the hours of daylight. On the night of the 21/22nd, she opened radar-controlled 4in gunfire on a junk 5,000 yards away. The echo disappeared and on Christmas Eve she sank another junk in similar fashion.

At 1930 on the 28th *Cayuga* began Operation Cheerful. She had already sent a special communications and instruction party to the ROK vessel JML302. After dark JML302 towed several small junks full of guerrillas towards Chongyang-do and Ung-do in an attempt to recover these two little islands. *Cayuga* fired 247 4in shells at the enemy beaches, but the junks were poorly disciplined. They were soon in difficulties and withdrew after they came under heavy mortar fire. *Cayuga* treated their casualties, directed air strikes against Ung-do and then took the wounded to Pengyong-do.

For the next couple of nights bad weather prevented a Communist invasion of Chodo and Sok-to. At midnight on the 31st, *Cayuga* anchored in The Slot and fired sixteen 2-gun salvos at Ung-do instead of the customary 16-bell New Year Salute. A ten-minute bombardment of Taewha-do on New Year's Day 1952 concluded her patrol and she headed for Kure. *Athabaskan* had been drydocked at Kure for several days and both she and *Cayuga* were visited by members of the Canadian Government. *Cayuga* was involved in a whole range of island operations on the west coast, usually in company with *Athabaskan*. On 8th January, however, *Cayuga* began a lone patrol in the Haeju-man. She spent nine days bombarding the mainland and sinking enemy junks trying to invade friendly islands – a task complicated by similar numbers of identical junks carrying friendly refugees and guerrillas to and from the islands. It proved impossible to prevent weak garrisons being overwhelmed by Communist guerrillas. *Cayuga* was also nearly hit by more accurate shore batteries, but this time escaped without losing an anchor. She also searched, unsuccessfully, for a missing airman off Changnin-do, and successfully for her own cut-

ter, lost in fog off Yonpyong-do.

Cayuga left the area on 16th January and spent a period of recreation and self-maintenance at Hong Kong. The dockyard there replaced a burned out turbo-generator, and she arrived back in the Haeju-man on 12th February.

The rest of *Cayuga*'s Korean War service was quite quiet. She carried out several bombardments, screened carriers and frightened off guerrilla raids on friendly islands. Between patrols, *Cayuga* replenished at Sasebo and was also drydocked for hull inspection. Once, off the west coast she bumped into the US salvage tug *Ute* and once three shells were fired at her. There was so little excitement on these west coast patrols that the Haeju-man was known as "Plomer's Peaceful Paradise of Piety and Prudence".

Cayuga left Yokosuka on 1st June. On the 14th she arrived at Esquimalt and a month later had been completely destored and paid off into dockyard hands.

When she emerged on 23rd February 1953, *Cayuga* had been refitted as an escort destroyer. Her lattice steel foremast had been replaced by one of light-weight aluminium. Twin 3in/50 guns were mounted on the after superstructure instead of "X" mounting. She also had four single 40mm bofors. Her forward 4in guns, tubes and squid were the same as before, but her standard displacement was 2,200 tons and full load 2,745 tons.

Cayuga was engaged in trials, workups and shakedown cruises until November 1953. The period was not without incident. On 5th March, a misinterpreted order when docking meant that *Cayuga*'s engines went half-ahead instead of half-astern and drove her bows 25 feet into the jetty. *Cayuga* was only slightly damaged, but a few days later the engines failed altogether, again when berthing, and a collision was only just avoided. It is recorded that "henceforth the ship's return from sea invariably drew an interested audience".

Cayuga had to be drydocked from 23rd May to 28th June for repairs to her low-power turbines. In August she acted as guard-ship, patrolling the route of the Seattle-Vancouver Power Boat Regatta.

Although the Korean War was over, warships were still needed there to prevent breaches of the armistice. So on 25th November,

Cayuga again sailed for the west coast of Korea, arriving there on 8th January 1954. She found that she had little to do, for the actual work of preventing Communist infiltration was carried out by small ROKN vessels. The larger UN ships were there "in case...". For the most part it was a period of exercises and completely uneventful patrols. *Cayuga*, *Haida* and *Crusader* were visited by the Prime Minister, Mr. St. Laurent at Tokyo on 12th March. They went to Hong Kong, and to Nagasaki, and they arranged a party for an orphanage on Pengyong-do.

There were typhoons to be avoided and resorts to be visited; 23rd/24th August saw the voyage of the whaler *Cayuga Maru* from Shimonoseki, through the Shimonoseki Straits to Beppu, where the little boat met her parent ship again. Funnel cowls were fitted in September, *Cayuga's* complement being much intrigued by the intricate bamboo and straw rope scaffolding erected by the Japanese dockyard workers around the funnels. On 1st October, *Cayuga* rushed a man from a US minesweeper to hospital at Inchon. The 140-mile approach channel was navigated by radar and echo-sounder in six hours.

Cayuga arrived back at Esquimalt on 16th December, being refitted from 3rd January to 25th February 1955. For the next four years she remained based on the west coast of Canada, being accompanied on most cruises and exercises by *Athabaskan*. There was one distasteful incident in April 1955 when \$14,522 was stolen from the Ship's Public Funds Money Chest. Later two ex-seamen were convicted of the theft.

1955, 1956, 1957, 1958: For *Athabaskan* and *Cayuga* these years meant pilotage and amphibious exercises in the narrow inlets of British Columbia, air defence, gunnery and anti-submarine exercises off California and Pearl Harbor, goodwill visits, reviews, regattas and refits, these last usually followed by a month or so of trials and workups. Funnel caps were fitted to reduce the deterioration of signal halliards and electronic equipment. The galley stoves also drew better afterwards.

In March and April 1956 they passed through the Panama Canal and spent some time exercising in the West Indies, before returning to Esquimalt. *Cayuga's* participation in this exercise was

delayed by serious condenser trouble. She had to steam on one engine when returning from exercises with *Athabaskan* and other ships at Pearl Harbor in January. The necessary repairs took some time to effect.

During AA exercises off California in April 1957, *Cayuga* demolished two targets in quick succession, a feat which resulted in her call sign being changed to 'Wyatt Earp'. An unidentified submarine contact off British Columbia kept *Athabaskan* and *Cayuga* busy from 4th to 7th June 1957 but they found nothing. In February and March 1958 both Tribals were in the Far East visiting Japan, Hong Kong and South Vietnam.

On 19th January 1959, *Athabaskan* and *Cayuga* left Esquimalt for the last time. The RCN had decided to form homogeneous escort squadrons instead of mixed flotillas. The two Tribals were therefore to exchange crews with *Saguenay* and *St Laurent* on the east coast. These two escorts would then sail to Esquimalt, leaving *Athabaskan*, *Cayuga*, *Haida*, *Huron*, *Iroquois*, *Micmac* and *Nootka* concentrated at Halifax.

Athabaskan and *Cayuga* arrived at Halifax in snow and ice on 16th February 1959. Their new crews soon introduced them to the round of NATO exercises in the Caribbean, Mid-Atlantic and the Western Approaches, that occupied so much of the RCN's time on the east coast. There were of course visits, refits and gales. Even while the two Tribals were working-up at Bermuda in March 1959, *Cayuga* escorted the gate vessel *Porte St Jean* and the auxiliary tug *St John* through a heavy gale that might have overwhelmed the little ships.

In May 1959 *Athabaskan*, *Cayuga* and *Micmac* helped escort the Royal Yacht *Britannia* taking Queen Elizabeth II and the Duke of Edinburgh to open the St Lawrence Seaway.

Cayuga was with *Micmac* on 24th November 1959, practising a jackstay transfer off Bermuda, when the two ships brushed together. *Cayuga*'s port motor-cutter was stove in and there was other superficial damage. *Micmac* had several frames bent, one bulkhead was cracked and two others damaged. Other minor mishaps during *Cayuga*'s last years included a condenser inlet full of seaweed, and a buoy cable round the starboard propeller.

In September 1961, *Bonaventure*, *Athabaskan*, *Cayuga*, *Micmac*, *Nootka* and *Crescent* sailed for a cruise in European waters. On 23rd and 24th September, *Bonaventure* and *Athabaskan* were detached to search for a Flying Tiger Constellation which had lost three engines and ditched 500 miles west of Ireland. The search was called off when other ships found and picked up the survivors. Many of the anti-submarine exercises on this cruise were designed to show the difference between genuine echoes from submarines and those returned by submerged wrecks in shallow waters. They also exercised counter measures against frogmen.

The cruise was cut short by the Cuban crisis and all RCN ships were ordered home on 25th October 1962.

By now the Tribals were getting worn out. Refits and modernisation could not replace tired hulls or revitalise fatigued machinery. One by one they were being phased out of service.

At the end of February 1964, *Cayuga* was paid off, destored and scheduled for disposal. In October 1964 she arrived at Faslane for breaking up.

Commanding Officers

Cdr O. C. S. Robertson, GM, RD, RCN 20th October 1947 – 1st January 1949.

Cdr M. A. Medland, RCN 15th September 1949 – 4th July 1950.

Capt J. V. Brock, DSO, DSC, CD, RCN 5th July 1950 – 24th May 1951.

Cdr J. Plomer, OBE, DSC, CD, RCN 25th May 1951 – 18th June 1952.

Lt-Cdr W. P. Hayes, CD, RCN 23rd February 1953 – 31st December 1954.

Cdr G. H. Davidson, CD, RCN, 1st January 1955 – 16th October 1956.

Cdr P. C. Benson, CD, RCN 17th October 1956 – 16th April 1958.

Lt-Cdr G. A. Hoyte, CD, RCN 17th April 1958 – 23rd June 1958.

Cdr M. H. E. Page, CD, RCN 23rd June 1958 – 1st March 1959.

Cdr E. Petley-Jones, CD, RCN 2nd March 1959 – 13th December 1960.

Lt-Cdr F. J. Dunbar, RCN 14th December 1960 – 2nd August 1961.

Cdr D. C. Rutherford, RCN 3rd August 1961 – 1st February 1962.

Cdr W. M. Beckett, RCN 2nd February 1962 – 28th February 1964.

Pennant Numbers

R04 September 1947 – October 1949

DDE218 November 1949 – October 1964



HMCS Cayuga

Blazon *Or, an Indian of the Cayuga tribe, facing dexter, in kneeling posture, right knee on the ground, left leg bent and forward, two feathers in hair, lower part of body clad, upper bare, a quiver of arrows pendant from the left shoulder, the base resting on ground beside the right knee, the Indian holding a bow and arrow in the "ready" position all gules.*

The Cayugas were always very loyal to the British sovereign, and in times of war fought on the side of the monarch. Hence, the royal colours of gold and scarlet are accorded this badge, and the Indian is shown kneeling with a bow and arrow poised and ready to defend.

HMCS *Cayuga* was a member of the Tribal class of destroyers, commissioned in October 1947. Wearing pennant R04, then 218, she served a total of three tours of Korea, the last in 1954 after the conflict had ended. She was paid off in February 1964.

Colours Gold and scarlet

Motto Onenh owa den dya (Now let us proceed)

Battle Honours Korea, 1950-1952.