

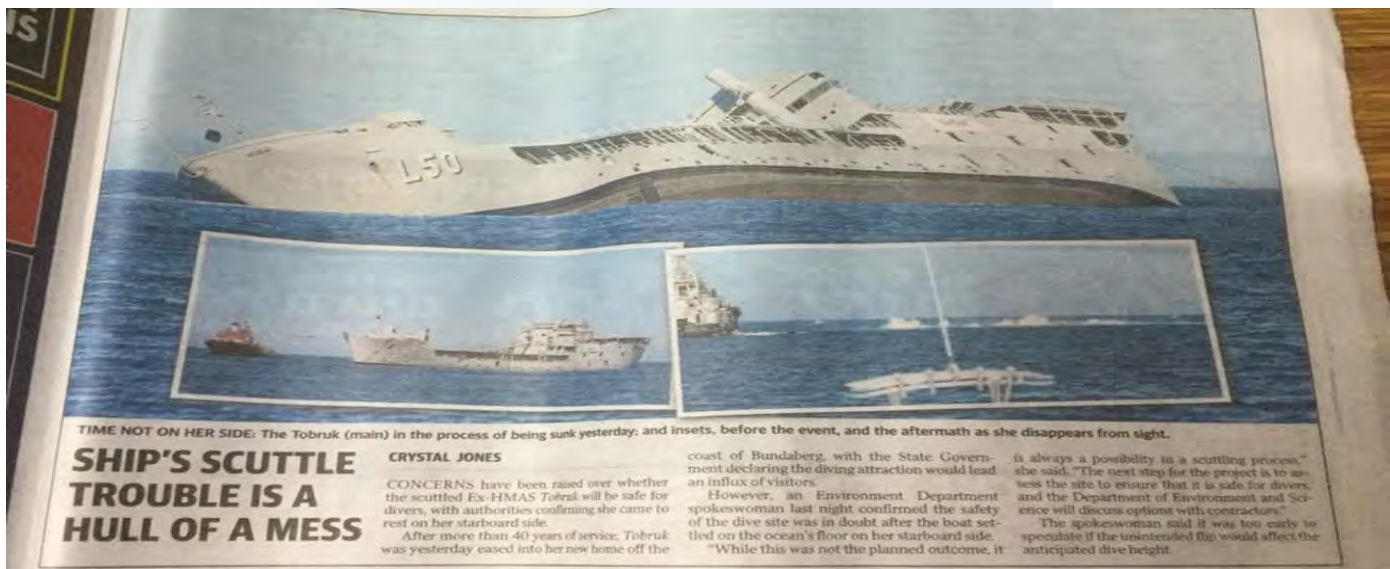


NAVY LEAGUE OF AUSTRALIA
WESTERN AUSTRALIA DIVISION

July 2018
Volume 2, Issue 7

DOWN THE HAWESPIPE

do you here there!



HMAS Toowoomba passing HMAS Ballarat

Subscriptions now due

COMING UP

- AGM Wednesday 29th. August 2018 1900
- Executive meeting Monday 6th. August 1700
- Federal AGM 26th. October

NAVY DAILY

Anzac enterprise delivers on one million hour target

Published on 02 July 2018 LEUT Gary McHugh (author), LSIS Lee-Anne Cooper (photographer)

Location(s): BAE Systems, Henderson, WA



A collaboration of industry participants from the Warship Asset Management Agreement (WAMA) Alliance at the BAE Systems yard, Henderson, WA.

The alliance of partner industries charged with supporting Navy's Anzac class Frigates have reached a significant safety milestone.

The Warship Alliance Management Agreement (WAMA) have clocked up one million work hours without a lost time injury (LTI).

General Manager Mr Tom Quaye said by achieving this milestone the alliance had positioned itself well ahead of the national average in terms of providing a safe workplace for its employees.

"According to recent data from Safe Work Australia, the construction industry average for LTIs per million work hours is eight which makes this achievement all the more impressive," he said.

"Achieving this result while operating in a complex environment, where high risk construction activities are undertaken on a daily basis, is a credit to the dedication of all enterprise participants in their robust focus on the safety of their people."

The WAMA is a strategic partnership between the Commonwealth of Australia, BAE Systems, SAAB Australia, and Naval Ship Management Australia to deliver total asset management of the Anzac class Frigates.

After completing a successful initial 18 month program agreement, the WAMA recently entered into its second program agreement term for a period of five years.

Anzac System Program Office Director Mr Gary Watson said the million work hour achievement was a demonstration of how the Defence industry and the Commonwealth Government can work together to deliver the support that Navy requires.

"It ensures that the Anzac class ships will be sustained for the remainder of their service life, allowing the capability to be in place until they are replaced by the future frigate fleet," he said.

HMAS Arunta is currently undergoing the Anzac Midlife Capability Assurance Program (AMCAP) at BAE Systems in Henderson, Western Australia. She is the first frigate to receive the upgrade.

Naval Today

Former New Zealand Navy ship delivered to new owner



zoom

RNZN file photo of HMNZS Manawanui

More than 75 years after the Second World War, decommissioned Royal New Zealand Navy (RNZN) diving support vessel Manawanui will soon be fighting environmental hazards at key sites across the southern Pacific.

Decommissioned from the RNZN in February 2018 after 30 years of service, former HMNZS Manawanui has been handed over to her new owners at HMNZS Philomel, the Devonport Naval Base, the navy said.

The ship was bought by the parent company of Major Projects Group, an Australian company that intends to use her for research, education and the prevention of potential oil spill damage.

The foundation will use the ship to do research into slowing the corrosion of shipwrecks to determine out how much bunker oil remains. Its mission is to preserve maritime heritage, protect dive sites that generate national income and circumvent potentially catastrophic oil spills.

Key to the foundation's work will be ships sunk in Second World War battles across the Pacific. Some of them are leaking oil, 75 years after the war that raged across the Pacific.

Renamed MV Recovery, she will be sailed to Australia in mid-July by Australian volunteers for a refit. She will then spend several months on shakedown research missions off the Australian east coast before heading into the Pacific to work on maritime and environmental conservation efforts, according to the navy.

Commissioned into the navy in 1988, Manawanui was originally built in 1979 as a diving support vessel, the Star Perseus, for North Sea oil rig operations.

She was the third ship of this name to serve in the RNZN.

HMAS COLLINS SURFACES



Published on 05 July 2018 LEUT Ryan Penrose (author and photographer), Unknown (photographer)

Location(s): ASC, Osborne, SA

Topic(s): HMAS Collins (S73)



HMAS Collins Berthed at ASC North, Osborne, South Australia.

The first of the Collins class submarines has returned to service after a boost to capability was implemented by one of Defence's key industry partners.

ASC – formerly the Australian Submarine Corporation - conducted planned maintenance onboard the Collins class in Osborne, South Australia as part of a full-cycle docking and enterprise restructure of submarine maintenance. For her crew, reassuming material control (MATCON) and responsibility for the platform represented an important milestone in her return to service.

HMAS Collins' Marine Engineering Officer, Lieutenant James Ferrari said it was a significant undertaking.

"A Collins class submarine is an extremely complex platform made up of a multitude of interconnected and interdependent systems.

"After a long period in dock, the task of ensuring that all of those systems function not only individually but also in concert presents significant challenges.

"My team has worked closely with ASC to ensure command is fully informed as to the state of the boat in advance of the transfer of MATCON and that we were well positioned to step in and take over responsibility for the boat as soon as the transfer occurred," Lieutenant Ferrari said.

The transfer of MATCON between the RAN and ASC during different stages of the lifecycle of Collins class submarines is a key feature of the longstanding and successful partnership between Defence and industry partners.

Leading Seaman Marine Technician Submariner David Costello said working with ASC contractors was a positive experience.

"There are a lot of processes in place to ensure that work on the boat is carried out correctly but what it really comes down to is that the ship's company have to be confident that contractors working on the boat take her technical integrity as seriously as we do.

"It's been a great experience to work alongside the ASC contractors and see their level of professionalism firsthand," Leading Seaman Costello said.

Commanding Officer HMAS Collins, Commander Christopher Ellis was thankful to both ASC and his crew.

"Bringing a boat back into service after a prolonged maintenance period presents a myriad of challenges, which the crew have met with admirable enthusiasm and professionalism," he said.

"This important milestone of accepting the platform back into the Navy could not have been accomplished without ASC's hard work and dedication to provide quality workmanship.

"As a result of commendable cooperation between my ship's company, the larger submarine community, and ASC contractors, I am confident we are on track to return to sea this year with a safe and very capable platform," Commander Ellis said.

Having now taken MATCON, the crew will oversee the final stages of her maintenance period to include harbour acceptance trials, while working towards readying her, and themselves to go to sea later this year.





HMAS PERTH (I) Memorial Foundation Incorporated (not for Profit)

A presentation meeting was held at the HMAS Perth (I) Memorial facility recently to encourage interested people to form a Foundation for the sole purpose of building a lasting memorial to the brave sailors who lost their lives and others who were taken POW during World War II on board HMAS Perth (I) and for the survivors and their families. The presentation was well received and from the meeting a working party and foundation members will now proceed with the formation of the foundation and to follow the project to fruition. If you feel you have something to offer the project we would welcome your application to be considered part of the foundation. We are particularly interested in a legal representative and compliance officer.

If you wish to donate to the foundation please forward your donation to:

HMAS Perth (1) Memorial Foundation Incorporated

c/- The Navy League of Australia

Western Australia Division

PO Box 735 Fremantle WA 6160

All funds received will be transferred to the foundation once a bank account has been opened. Please ensure your donation is denoted **HMAS Perth (I) Memorial Foundation**

DIVISIONAL NEWS

The League WA Division is currently looking at ways to expand the division and what avenues of membership benefits we can offer our members. If you have any suggestions please email me. A lot of people don't know about the league or what it represents and I spend quite a bit of time explaining to people that we are not an ex service organisation but promote the maritime welfare of our nation.

Our Facebook page continues to grow in numbers supporting the portal and news is added most days. Over the next few weeks we intend to bring up to date our divisional contribution to the Navy League of Australia web page which has been somewhat lacking over the last few months owing to time restraints.

The Naval Association of Australia has been very supportive of our efforts and the State President has become a member of the league and the intention is to work with The Naval Association closely to promote both our aims.

The division has proudly sponsored the creation of The HMAS Perth (I) Memorial Foundation. It was felt by the league WA Division this memorial had been overlooked for far too long and that if something wasn't done now to get the project underway it would never happen. We have had very good support from the East Fremantle Mayor and Council, Member for Cottesloe David Honey and the Federal Senator Glen Sterle and other working in the background.

We are privileged to have the new Governor of Western Australia to endorse our application for him to carry forward our patronage. The Honourable Kim Beazley AC has been a staunch supporter of defence and also the Australian Navy Cadets in particular TS Anzac during their annual inspections



The WA Division of the league is concerned that one of our front line warships continues to be apparently moth-balled on the hard stand at BAE Henderson where she has been for the past nearly three years HMAS Perth (III) has a very close relationship with the league and Australian Navy Cadets in Western Australia. With no apparent maintenance work being presently carried out on her.

The League has received a quote for the installation of security cameras at the HMAS Perth (I) Memorial facility at a cost of \$7945 (ouch) which the executive will consider at the next meeting.



Australian Navy to test new hyperbaric gear during exercise Black Carillion



zoomPhoto: JFD

The Royal Australian Navy is one step closer to operating their new hyperbaric equipment after the system achieved acceptance and global certification from Lloyds Register.

The system, a transfer under pressure chamber and recompression treatment suite worth AU\$19.7 million, can treat the whole crew of an Australian submarine at once, according to JFD – the system manufacturer.

The equipment was delivered as part of an existing escape and rescue contract at its manufacturing headquarters at Bibra Lake, south of Perth.

“Achieving acceptance and global certification from Lloyds Register is a very rigorous and demanding procedure,” said general manager JFD Australia, Toff Idrus. “And what it means for submariners is extremely significant as up to 88 people can now receive life-saving medical treatment in the hyperbaric equipment suite and pressurized transfer chamber at any one time.”

“When you consider that a Collins-class submarine has a crew of 48 – 60, this new capability is very significant and represents an important milestone for submarine rescue in Australia.”

The hyperbaric equipment suite is able to withstand and operate effectively in rough, continuous seas with swells of 5 meters.

The new kit is the final step in a submarine rescue which begins with rescuing the crew from a disabled submarine and transferring them safely into a JFD free-swimming, piloted rescue vehicle which carries them safely to the surface and on to the deck of a rescue ship.

From here, the submariners are moved through the transfer under pressure chamber and into the hyperbaric equipment suite with doctors monitoring their wellbeing and helping them overcome any life-threatening effects that come from being rescued from pressurised waters.

The new equipment took two years to build and will now undergo further naval testing and evaluation in August, culminating in the annual Black Carillion naval exercises in November 2018.

BAE Systems beats Spanish and Italian designs for \$35 billion warship building program

By defence reporter Andrew Greene



Photo: BAE's Type 26 Global Combat Ships (pictured) will eventually replace the Anzac class frigates. (Supplied: BAE Systems)

A British company has been chosen for Australia's largest peace-time warship-building program, under a \$35 billion contract to produce nine high-tech, anti-submarine frigates.

Key points:

Production of nine Hunter class global combat ships will begin in 2020

BAE Systems beat off competition from Spanish, Italian designs to win the \$35 billion contract

Defence sources say while the design is considered most advanced, it is also considered risky because it is yet to be built

BAE Systems beat off fierce competition from rival Spanish and Italian designs and will begin construction in Adelaide in 2020.

Prime Minister Malcolm Turnbull announced the new "Hunter class" global combat ships to be built by ASC shipbuilding at the company's facility in Osborne, Adelaide this morning.

Production on the ships will start in 2020 and they are expected to enter service in the late 2020s.

BAE's Hunter class ships will eventually replace the Anzac class frigates, which have been in service since 1996, to form the centrepiece of Australia's future regional defence posture.



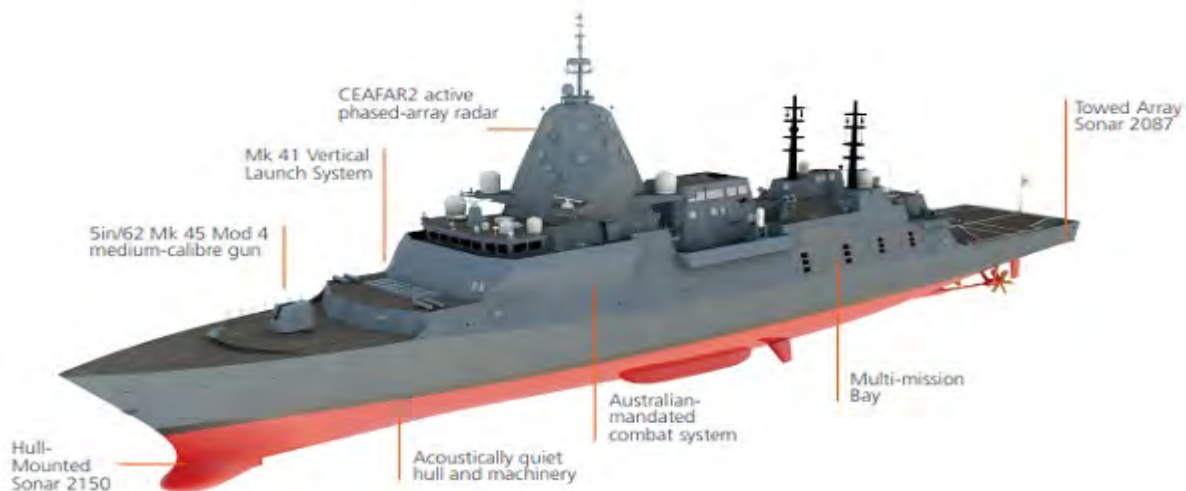
The new Hunter class global combat ships will eventually replace the Anzac class frigates (pictured). (Supplied: Australian Defence Force)

BAE Systems, which won the lucrative SEA 5000 project with its high-tech "Type 26" frigate offering, was competing against Fincantieri of Italy with its FREMM, and Navantia of Spain with an updated F100.

Cont. page 9

"The Hunter class will provide the Australian Defence Force with the highest levels of lethality and deterrence our major surface combatants need in periods of global uncertainty," a media release from the PM's office said.

"The Hunter class will have the capability to conduct a variety of missions independently, or as part of a task group, with sufficient range and endurance to operate effectively throughout the region."



Infographic: An annotated, computer-generated image of the Hunter class Type 26 global combat ship, by BAE Systems. (Supplied: Prime Minister's Office)

Defence sources told AM, while BAE's offering was considered the most advanced and lethal of the three designs, it could also be the riskiest option given the ship has yet to be built, and will not be operational in the UK until 2027.

Hunter class frigates by the numbers:

- 150 metres in length, weighing 8,800 tonnes
- Two electric motors and one gas turbine to reach a top speed over 27 knots
- Weaponry includes MU90 torpedos, SM2 and ESSM missiles, Mk41 vertical launch system
- CEAFAR2 active phased-array radar and hull-mounted sonar
- Equipped with one MH60 Romeo helicopter and a mission bay for an unmanned system
- Accommodates 180 crew

But Defence Industry Minister Christopher Pyne said the Type 26 design fulfilled the needs of "the Navy and the nation" and was the most cutting-edge option.

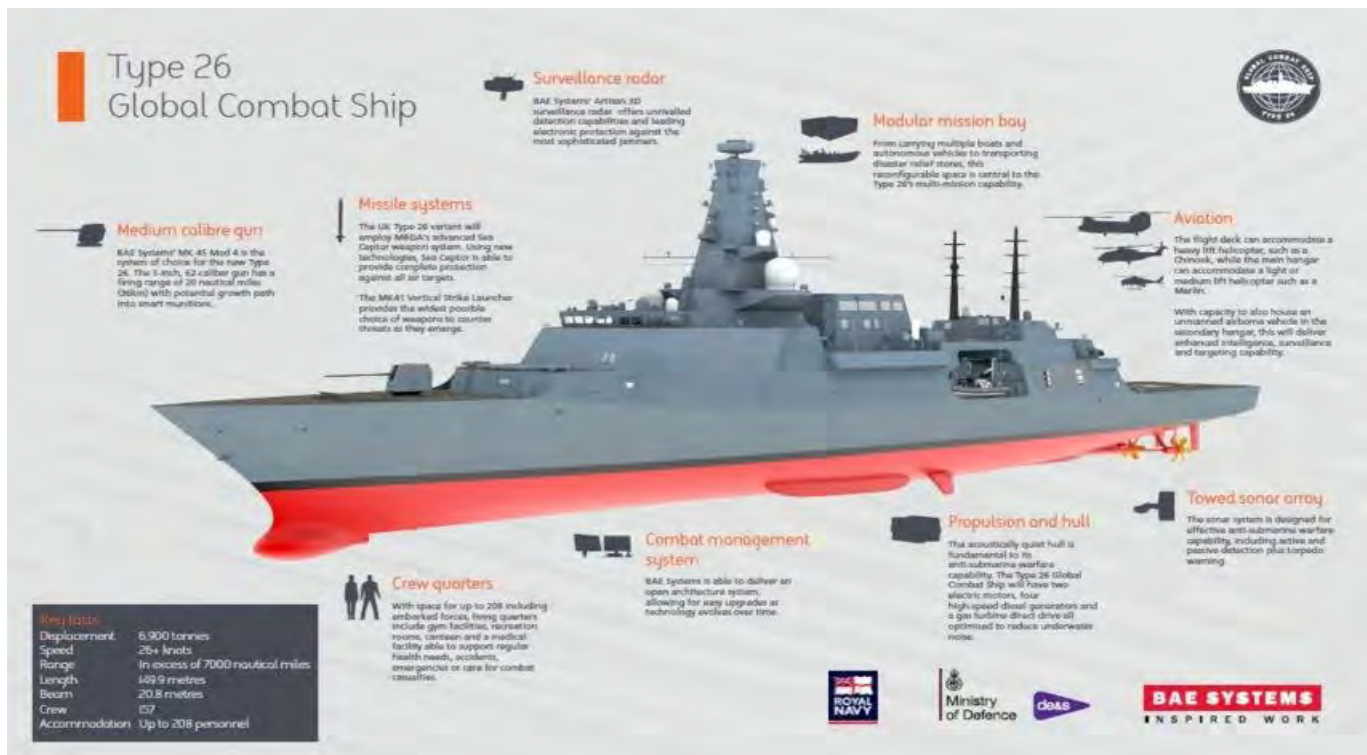
"It's the one with the most capability for growth. In other words, we can add to it as the years progress," Mr Pyne told AM.

"It's the most cutting-edge and it's an anti-submarine warfare platform — that's its purpose, it doesn't need modification. And therefore we believe it suits the needs of the Navy and the nation.

"We're very happy with the choice that we've made."



The frigate contract is expected to create 4,000 Australian jobs including 2,500 across Australia throughout the supply chain. (Supplied: Prime Minister's Office)



Mr Turnbull said he wanted to make the city "the centre of naval shipbuilding in Australia, in the world".

"It is my commitment and determination to build a sovereign shipbuilding industry in Australia that will build ships not just for Australia, but for export as well," he said.

At the end of the building program Australia will resume complete ownership of ASC Shipbuilding, meaning intellectual property of the Australian Type 26 will be retained by the Commonwealth.

The UK Royal Navy is also buying the Type 26, the first two of which are currently under construction.

In the lead-up to the announcement there was growing industry speculation that if BAE Systems secured the \$35 billion contract, Australia would be likely to sign one of the first Free Trade Agreements with the UK after Brexit, and could soon begin to export Bushmaster vehicles to the British Army.

Defence Secretary names new warship HMS Belfast in Northern Ireland

27/09/2017

Defence Secretary Sir Michael Fallon unveiled the name of one of the new Type 26 frigates as HMS Belfast during a trip to Northern Ireland today.

The second to be named in the City Class of eight brand new, cutting-edge, anti-submarine warfare frigates, HMS Belfast will provide advanced protection for the likes of the UK's nuclear deterrent and Queen Elizabeth Class aircraft carriers.

The Defence Secretary revealed the name at Belfast shipyard Harland and Wolff, which built the Royal Navy's last HMS Belfast, in 1939.

Defence Secretary Sir Michael Fallon said: "I'm hugely proud that the second name announced of our eight cutting-edge new Type 26 frigates will be HMS Belfast.

"She and her sister ships will form the backbone of our Navy well into the 2060s, keeping us safe by protecting the country's nuclear deterrent and new aircraft carriers.

"It's apt to name this ship at the famous site which built the very first HMS Belfast. Thanks to our ambitious new National Shipbuilding Strategy, this shipyard once again has the chance to be involved in building a British warship thanks to the competition to build a new class of light frigates for our growing Royal Navy."

The Defence Secretary launched the ambitious National Shipbuilding Strategy earlier in the month, and as part of that laid out plans for a first batch of another new class of frigates – the Type 31e.

Fleet Support Unit West are restoring two 40/60 Bofors weathered after many years on display at Navy Cadet units. Work will take place at the Weapons SEG led by CPOET Andrew Spencer, and Surface Finishing Team led By CPOB Michael Knott.



Stirling and Navy Cadets from TS ANZAC joined the RSL WA sponsored Wheel Chair Rugby game between the ADF Invictus and WA State Teams. Athletes shared the experience by allowing Cadets and Navy personnel to join an exhibition game.



AUSTAL PPB 40



PRINCIPAL DIMENSIONS

Length overall	39.5 metres
Beam (overall)	8.0 metres
Draft, Loaded (approx.)	2.5 metres

COMMUNICATION & SENSORS

Communication	VHF/DSC Radios, MF/HF DSC Radios, VHF Aeroband Radio, UHF Military Radio, Inmarsat C, SatCom, HF and VHF Radio Direction Finder
Navigation	X-Band Radar, Electronic Chart System, DGPS, Gyrocompass, Autopilot, Depth Sounder

ACCOMMODATION

Berths	23
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ARMAMENT

Space and weight reservation for a single foredeck mounted naval gun, port and starboard midship machine guns

ADDITIONAL FEATURES

Ships Boat	1 x Work Ribs (WRH635FRB) SOLAS approved Fast rescue boat for 15 persons @ 100kg Powered by 2x90hp outboard motors
Cargo Deck	16m ² with lashing grid serviced by crane

PROPULSION

Main engines	2 x Caterpillar 3516C 2 x 2000 bkW @ 1600 rpm
Gearboxes	2 x ZF 7600 (with trolling valves)
Propellers	2 x fixed pitch

PERFORMANCE

Speed (SS4)	20 knots at 100% MCR
Range at 12 knots (SS4)	3,000 nm

CLASSIFICATION

Lloyd's Register
*100A1 SSC Patrol Mono HSC G6 MCH



PACIFIC PATROL BOAT

YARD NO: 521 - 539

DESTINATION: PACIFIC ISLAND NATIONS

EXPECTED DELIVERY: 2018-2023

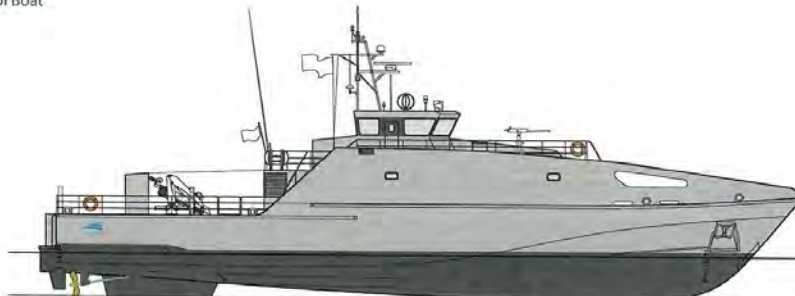
CLIENT: COMMONWEALTH OF AUSTRALIA



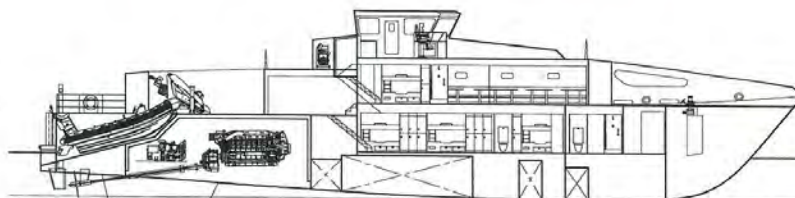
AUSTAL PPB 40

Vessel Type: Pacific Patrol Boat

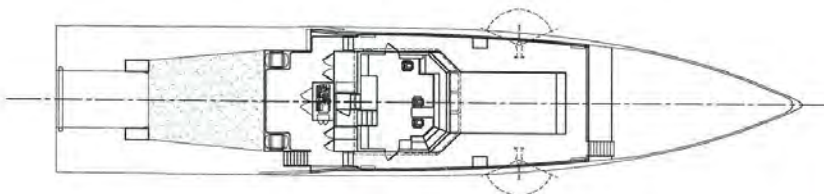
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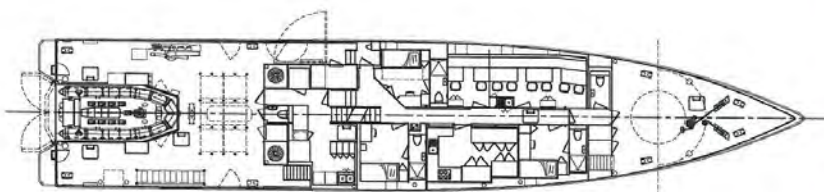
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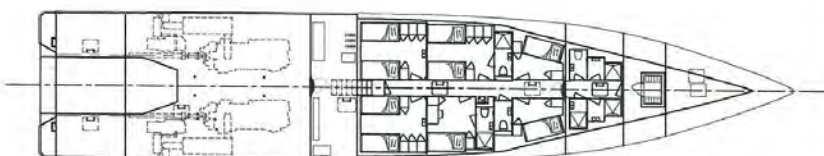
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MAIN DECK



LOWER DECK



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PACIFIC PATROL BOAT

YARD NO: 521 - 539

DESTINATION: PACIFIC ISLAND NATIONS

EXPECTED DELIVERY: 2018-2023

CLIENT: COMMONWEALTH OF AUSTRALIA



HMAS CANBERRA at sea with embarked helicopters



CNC PROJECTS IN WESTERN AUSTRALIA



story **TONY O'CONNOR**

CNC technology is transforming wooden boatbuilding by allowing so much work to be automated. This applies to all stages of construction; from design, setting out, and lofting through to cutting out, all of which can be so labour intensive (and therefore costly). This means that wooden boats can be built much more economically. In the past 12 months, I have been involved in several new projects which would have been inconceivable without the help of my trusty unpaid apprentice: the CNC machine.



The main focus of my work recently has been the 10m 'whaleboat', the *Pilbara Success*. This boat was designed by Francois Vivier especially for the Pilbara Camp School. *Pilbara Success* was designed to be a chameleon; suitable as a hands-on educational tool but appearing to be a stunning period whaler. She has the head-turning looks of the Nantucket and US Navy Whaler; with another metre of waterline length in order to meet the needs of the school for whole class activities. Using the latest and very-best in modern boat building technology, she's



going to be an exceptional sea-going classroom that embodies a captivating learning experience. This vessel will both look fantastic and perform extraordinary well as a workhorse for student learning and access to the Dampier Archipelago. As such it will be the centrepiece that brings the Pilbara Camp School into the wider community's consciousness and a working reality that proves that you do not have to leave the Pilbara to get the very best in education.



Now after seven months' construction, the *Pilbara Success* was launched on the Sunday, June 3. Considering I work mainly on my own, this was a very short time to build a 10m two masted boat with 12 oars, and it's a testament to the design skills of Mr Vivier and the efficiency of CNC boatbuilding. We launched the *Pilbara Success* here in Rockingham on a sunny winter's day with light winds and, as with all of the other Vivier boats we have built, she sat perfectly on her lines and proved to be a fast and stable sailer. The loose footed boomless schooner rig was a novel experience for all on board and the first tack was 'interesting' but we soon got the hang of her and she sailed beautifully.

Another project I have been involved in is developing a CNC kit for Sabre dinghies with sailmaker Graham Hill and Naval Architect James de la Bere, who have been looking to revive plywood Sabres. The process began by digitising the existing Mylar film templates. This allowed the generation of a 3D digital model of the hull that can be tweaked, checked and re-raised before the development and nesting of the parts into a .DXF cut file. The parts themselves were cut



Sabre dinghy

from five sheets of 4mm Okoume marine plywood. The complete kit was cut and ready for construction in under an hour. Construction of the first two kits is currently in progress in WA.

O'Connor Wooden Boats

Francis Vivier CNC Kits for Jewell

now available in Australia

For more information about Jewell or any other of Francis Vivier CNC kits contact Tony O'Connor at

oconnorwoodenboats@iolo.com

www.oconnorwoodenboats.com

Naval Today

Report: Japan to send JS Kaga to South China Sea, Indian Ocean mission



zoomPhoto: JMSDF

Japan is likely to send its Izumo-class helicopter carrier to the South China Sea and the Indian Ocean this year as well.

The two-month deployment of the 27,000-ton JS Kaga comes as Japan aims to boost its presence in this strategically important region, Reuters reported citing two unnamed Japanese officials as saying.

The 248-meter-long JS Kaga, which was commissioned last year at Japan Marine United shipyard, will visit Indonesia, India and Sri Lanka as part of the mission scheduled to start in September.

“This is part of Japan’s efforts to promote a free and open Indo-Pacific,” one of the officials told Reuters.

The move to send the vessel allegedly comes amid mounting concerns of Japan and the US over China’s military presence in the disputed waters.

Last year, Japanese 24,000 helicopter carrier JS Izumo also participated in a three-month deployment to the South China Sea and the Indian Ocean.

Referred to as helicopter-destroyers by the Japan Maritime Self Defense Force, JS Kaga and JS Izumo are capable of operating some nine helicopters from their decks and are armed with two Raytheon RIM-116 Rolling Airframe Missile SeaRAM launchers and two Phalanx close-in weapon systems.

Sailor still calls Kalgoorlie home

Published on 11 July 2018 LEUT Gary McHugh (author), LSIS Tom Gibson (photographer)

Location): Fremantle, WA

Topic(s): Operation MANITOU, HMAS Warramunga (F152), Indigenous Pre-Recruit Program



Able Seaman Boatswains Mate Kaylin Coleman conducts her role as an upper deck lookout aboard HMAS Warramunga as the ship sails back to Australia after completing her deployment to Operation MANITOU in the Middle East region.

After nine months away from Australian shores, Kalgoorlie sailor Kaylin Coleman enjoyed an emotional family reunion when her ship pulled into Fremantle recently.

Able Seaman Coleman, who is a Boatswain's Mate onboard Anzac Class Frigate HMAS Warramunga said after a long and successful deployment, she was happy to be home.

"It was a great deployment and my job in the Navy has given me the chance to visit places that I otherwise wouldn't have seen," she said.

This included port visits to Muscat (Oman), Dar Es Salaam (Tanzania) and Goa (India). I really loved Africa where we were able to go on a safari in Tanzania to see all the wild animals, which was an amazing experience.



Able Seaman Boatswains Mate Kaylin Coleman is reunited with family members on the wharf at Fremantle, Western Australia, prior to HMAS Warramunga sailing home to Fleet Base East to complete her deployment to the Middle East region as part of Operation MANITOU. "But it's wonderful to be home again. Able Seaman Coleman joined the Navy in 2014 after deciding she needed a change in her career. "I was working as a dental assistant but I really wanted a change of direction so I applied for the Australian Defence Force's Indigenous Pre-Recruit Program," she said. The Indigenous Pre-Recruit Program is a six-week residential course for young Indigenous adults – the course focuses on a number of key areas including character development, physical fitness and cultural appreciation. After completing the program, successful participants have the option of joining one of the three branches of the Australian Defence Force (ADF).

"As part of the program we toured a number of Defence bases, including HMAS Kuttabul in Sydney" she said.

The idea of being in the Navy appealed to me more than the Army or the Royal Australian Air Force (RAAF) so I applied to join full-time."

As a Boatswain's Mate, Able Seaman Coleman specialises in a range of seamanship duties, including small boat operation, line-handling and close-range weaponry.

She is also a member of the ship's boarding party which means she is part of a specialised team that carries out boarding operations on vessels suspected of being involved in smuggling illicit narcotics and other criminal activities.

During the highly successful deployment, the crew of Warramunga intercepted 16 vessels carrying illicit narcotics; seizing a total of approximately 31.8 tonnes of hashish and two tonnes of heroin, valued at \$2.17 billion.

Although Warramunga is based at Fleet Base East in Sydney, the ship spent a few days in Western Australia on its way home. This gave Able Seaman Coleman the opportunity to spend time with her grandmother, Ms Elizabeth Sambo, and other members of her extended family who undertook the 1200km round-trip journey from Kalgoorlie to Perth to proudly welcome home their adventurous relative. A week later, she was reunited with her mum, Ms Marcia Coleman, and her brother and sister when the ship pulled into Fleet Base East. Warramunga was deployed as part of Operation MANITOU, which is the Australian Government's contribution to support international efforts to promote maritime security, stability and prosperity in the Middle East Region. This was Warramunga's third deployment to the Middle East and the 66th rotation of an RAN vessel in the region since 1990.