

BRAVERY MEDAL

Mr David Bowman GIBSON,
3 Parkin Road,
ROLEYSTONE W.A. 6111

On 1 September 1983 the Key Biscayne oil-rig, when 70 nautical miles north of Fremantle, broke some of its tow ropes. Because of worsening weather conditions, with a force 10 gale and heavy seas of up to 9 metres breaking over the rig, an emergency evacuation by helicopter of the 52 crew members was undertaken.

Two RAAF Iroquois helicopters were called up but their pilots considered it was too dangerous to attempt to land on the rig. Instead they commenced to winch some of the crew from the rig one at a time, each lift taking 15 - 20 minutes.

Mr Gibson was the co-pilot of the Sikorsky helicopter, owned by Okanagan, private contractors to the rig, which arrived at the scene at approximately 11.30 a.m. The three crew members of the helicopter, after closely considering the dangers of landing, decided that there were occasional very brief moments when the helicopter deck was stable long enough to permit a very quick approach and landing, but that even then it would be unsafe to remain for longer than some 10 seconds to evacuate the crewmen. Over a period of some five hours the helicopter made four successful landings and as a result a total of 33 crewmen were successfully evacuated. About two hours after the last landing the final tow rope snapped and the rig turned over and sank.

In the light of the substantial risks involved in the operation Mr Gibson displayed considerable bravery.

BRAVERY MEDAL

Mr Nigel OSBORN,
95 Derwent Avenue,
LINDISFARNE TAS. 7015

On 1 September 1983 the Key Biscayne oil-rig, when 70 nautical miles north of Fremantle, broke some of its tow ropes. Because of worsening weather conditions, with a force 10 gale and heavy seas of up to 9 metres breaking over the rig, an emergency evacuation by helicopter of the 52 crew members was undertaken.

Two RAAF Iroquois helicopters were called up but their pilots considered it was too dangerous to attempt to land on the rig. Instead they commenced to winch some of the crew from the rig one at a time, each lift taking 15 - 20 minutes.

Mr Osborn was the pilot of a Sikorsky helicopter, owned by Okanagan, private contractors to the rig, which arrived at the scene at approximately 11.30 a.m.. The three crew members of the helicopter, after closely considering the dangers of landing, decided that there were occasional very brief moments when the helicopter deck was stable long enough to permit a very quick approach and landing, but that even then it would be unsafe to remain for longer than some 10 seconds to evacuate the crewmen.

Over a period of some five hours the helicopter made four successful landings and as a result a total of 33 crewmen were successfully evacuated. About two hours after the last landing the final tow rope snapped and the rig turned over and sank.

In the light of the substantial risks involved in the operation Mr Osborn displayed considerable bravery.

BRAVERY MEDAL

Mr Robin Campbell VAUGHAN JOHNSON
8 Valley Road,
KALAMUNDA W.A. 6076

On 1 September 1983 the Key Biscayne oil-rig, when 70 nautical miles north of Fremantle, broke some of its tow ropes. Because of worsening weather conditions, with a force 10 gale and heavy seas of up to 9 metres breaking over the rig, an emergency evacuation by helicopter of the 52 crew members was undertaken.

Two RAAF Iroquois helicopters were called up but their pilots considered it was too dangerous to attempt to land on the rig. Instead they commenced to winch some of the crew from the rig one at a time, each lift taking 15 - 20 minutes.

Mr Vaughan Johnson was a member of a three-man crew of a Sikorsky helicopter, owned by Okanagan, private contractors to the rig, which arrived at the scene at approximately 11.30 a.m. The three crew members of the helicopter, after closely considering the dangers of landing, decided that there were occasional very brief moments when the helicopter deck was stable long enough to permit a very quick approach and landing, but that even then it would be unsafe to remain for longer than some 10 seconds to evacuate the crewmen. Over a period of some five hours the helicopter made four successful landings and as a result a total of 33 crewmen were successfully evacuated. About two hours after the last landing the final tow rope snapped and the rig turned over and sank.

In the light of the substantial risks involved in the operation Mr Vaughan Johnson displayed considerable bravery.

COMMENDATION FOR BRAVE CONDUCT

Detective Constable First Class
Stephen Francis CANELLIS,
New South Wales Police Force

On 31 January 1984 at approximately 4.00 p.m. Detective Constable First Class Canellis was called to an armed holdup at the Commonwealth Bank, 200 George Street, Sydney, where he joined other members of the Special Weapons and Operations Squad. The gunman at pistol point forced five employees of the Bank, including the Bank Manager, along various streets and into a car parked in Bridge Street. The car was then driven by the Bank Manager, threatened with a pistol directed at his head, and followed by police cars through the eastern suburbs, across the Sydney Harbour and Spit Bridges and in and around Queenscliff and Manly. On endeavouring again to cross the Spit Bridge going towards Sydney the vehicle was held up by a roadblock whereupon Constable Canellis, wearing a protective vest and armed with a shotgun approached the offside front window of the car and attempted to negotiate with the gunman then sitting on the left hand side of the driver. Constable Canellis was wounded in the nose, neck and shoulder when the gunman fired his .32 calibre pistol.

Constable Canellis in attempting to negotiate with an armed, obviously unbalanced man, displayed commendable courage.

Mr Robert Aylward HAMILTON,
15 Hill Street,
SMITHTON. TAS. 7330

On 6 November 1983 a lone rock climber became stuck on a small ledge of rock at Weindorfer's Tower on Cradle Mountain. Mr. Hamilton undertook a severe to very severe rock climb to rescue him. At approximately 6.30 pm in difficult weather conditions of rain, cold and with broken low level cloud, Mr Hamil began his ascent of 100 feet and reached the ledge at 7.45 pm. He made a harness to put around the other climber's chest to preve him from turning upside down and lowered him to other rescuers waiting at the foot of the cliff.

By his actions Mr Hamilton undoubtedly saved the man's life.

COMMENDATION FOR BRAVE CONDUCT

Mr Martin Daniel McCULLAGH,
3 Warra Street,
TOOWOOMBA QLD 4350

On 3 July 1984 at about 6.45 p.m. a man armed with a knife entered a shop in Toowoomba and demanded that the owner, a Mrs McCullagh, give him the money from the cash register.

Mr Martin McCullagh, Mrs McCullagh's son, believing that the man was stabbing his mother, entered the shop, jumped on to the man's back, put his arm around his neck, and grabbed his right hand. A struggle ensued in which Mr McCullagh received knife wounds to his left leg and back and a serious wound to his upper left arm. The intruder broke off the encounter but notwithstanding his wounds Mr McCullagh aimed a kick at him in endeavouring to drive him out of the shop.

By his actions Mr McCullagh displayed commendable courage.

Mr Richard John PURSELL,
2A Victory Place,
LESMURDIE. W.A. 6076

On 1 September 1983 Mr Richard John PURSELL was safety officer on board the Key Biscayne oil-rig, 70 nautical miles north of Fremantle, when the rig broke some of its tow ropes. An emergency evacuation by helicopters under extremely hazardous conditions commenced at approximately 11.00 am in a force 10 gale with heavy seas of up to 9 metres breaking over the rig. Mr Pursell was in charge of evacuating the crew. He placed his own life at risk by standing for more than two hours in the early part of the day on a lurching helideck placing the other crewmen into the winching harness of two hovering RAAF Iroquois helicopters and thereafter assisting some 33 crew members into a Sikorsky helicopter which made four separate landings on the helideck for very brief periods in weather conditions which were worsening. On several occasions he was blown into the safety netting surrounding the helideck. All the other 51 crewmen were safely rescued and Mr Pursell was the last man to leave.

By his actions Mr Pursell displayed commendable courage.

COMMENDATION FOR BRAVE CONDUCT

Robert Douglas SCOTT,
45 Grove Road,
WAMBERAL via GOSFORD N.S.W. 2260

On 18 June 1984 at about 6.00 p.m. a car skidded in gravel at the corner of the Tewantin-Cooroy Road, Tewantin and overturned several times.

Mr Scott was one of four passengers in the car. Petrol was running out of the tank as he crawled from the car and then it caught fire. He then dragged one of the men out through the window and pulled him away. He could not release the second man in the back of the car since at that time the car was burning fiercely, but assisted in rescuing the driver who was himself on fire. The fire spread from the driver to the first passenger Mr Scott had rescued and Mr Scott helped to pull that passenger further away. The car then exploded.

By his actions Mr Scott displayed commendable courage.

Mr Michael Gordon SMITH,
60 Hunter Street,
HEYWOOD VIC. 3304

On 6 April 1984 at about 11.00 p.m. Mr Smith was travelling along Ettrick Road, Heywood, when two cars collided. Two people were killed in one car and two people, badly injured, were trapped in the other. Petrol from both cars had spilt on the roadway. Mr Smith pulled one of the persons through a front window and smashed the rear window in an attempt to reach the other person; in so doing he injured his hand. The wound later required several stitches. Mr Smith then stopped oncoming motorists, asked for the police and ambulance to be called and sought assistance to free the passenger still in the car. He remained at the scene giving first aid and comforting the injured.

By his actions Mr Smith displayed commendable courage.

COMMENDATION FOR BRAVE CONDUCT

Mr Andrew STASIAK,
1 Booyong Street,
ALGESTER QLD 4115

On 19 August 1983 at about 11.00 p.m. a boat in which Mr Andrew Stasiak and two other persons were returning from a fishing trip capsized one and half miles offshore from Tweed Heads. Shortly after they had climbed onto the hull Mr Stasiak became concerned for the safety of the others, one of whom was a boy aged 15, in the cold, windy conditions, and because he was the strongest swimmer decided to attempt to swim ashore for help. In three to four hours he swam some three miles against a very strong current before reaching Flagstaff beach where he raised the alarm and the other two occupants of the boat were rescued.

By his actions Mr Stasiak displayed commendable courage.

Mr Ross TAYLOR,
57 Camberwarra Drive,
CRAIGIE W.A. 6025

On 15 June 1984 at about 5.30 a.m. a car collided with a power pole at Waterman on the West Coast Highway. The pole and some of the lines fell on to the top of the car. The car was intermittently electrified and there was a strong smell of petrol. The young woman driver inside the car was injured and could not move. Two men received electric shocks in attempting to remove a jammed door. Ambulance Officer Taylor then smashed the rear window, climbed over blankets placed on the metal and broken glass, and assisted the driver until the Fire Brigade rescue unit removed a door from the car and freed her.

By his actions Ambulance Officer Taylor displayed considerable bravery.