

STAR OF COURAGE

Terry Heydon GLEESON, of 112 Mourilyan Road, Innisfail, Queensland

On 5 October 1974, two men were painting the interior of a tidal marker when an explosion occurred, filling the buoyancy chamber with fumes. Mr Gleeson entered the tunnel to the chamber, carrying a lead light and air hose, in an attempt to find one of the men who was still trapped inside the chamber. This attempt proved unsuccessful. Mr Gleeson then re-entered the tunnel with a torch and a longer air hose. He found the badly burned man lying unconscious, and attempted to rescue him from the chamber until he himself was affected by the fumes.

William KERR, of Moorarie Station, Via Meekatharra, Western Australia. (Posthumous Award).

On 25 December 1975, Mr Kerr attempted to rescue an employee who had fallen down a well while carrying out repairs to a petrol driven pump in the well. Mr Kerr entered the well which was filled with carbon monoxide fumes. On reaching the bottom of the well he attempted to rescue the employee but collapsed when he was overcome by the fumes. Mr Kerr's action in attempting to rescue his employee cost him his life.

BRAVERY MEDAL

Royse Rowe DAVIES, of 6 Overhill Road, Rathmines, New South Wales.

Mr Davies was a member of the crew of the s.s. Lake Illawarra when it struck the Tasman Bridge, Hobart at night on 5 January 1975. The vessel began to sink quickly, but no specific warning of danger was transmitted to crew members in the engine room. When the crew members on deck began to abandon ship, Mr Davies, who was off duty, went below decks to warn the engine room crew and assisted them to safety. Had he not done so the consequences for those on duty in the engine room may have been very grave.

Graham KEMP, of 23 Palana Avenue, Ingle Farm, South Australia. (Posthumous Award).

Mr Kemp was a member of the crew of the s.s. Lake Illawarra when it struck the Tasman Bridge, Hobart at night on 5 January 1975. Mr Kemp stayed at his post on the forecastle to carry out the order to drop anchor, notwithstanding that he was then under the Bridge and in danger of it falling on him. By getting the anchor down he may have prevented worse damage to the Bridge and the loss of further lives of people on the Bridge. Mr Kemp's action in staying at his post undoubtedly cost him his life when he was struck by the falling Bridge.

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COMMENDATION FOR BRAVE CONDUCT

Neville Lawrence CAVENDISH, of Maloney Road, Waterford, Queensland.

On 23 January 1975, Mr Cavendish, a one armed man, was driving across the Tweed River on the border of New South Wales and Queensland when he saw a canoe containing two boys capsize. The boys aged 9 and 13 clung to the upturned canoe, but as there was a strong tide current running they were in difficulty. Mr Cavendish dived into the river, swam out to the upturned canoe twice and brought each of the boys in turn to the bank. He then applied mouth-to-mouth resuscitation to one of them until medical attention and other help arrived.

Mark Thomas CRIBBES, H.M.A.S., MELBOURNE.

On 25 June 1974, Able Seaman Cribbes, a search and rescue diver, was assigned to a helicopter team to search for a Jervis Bay fisherman who had been washed from rocks. Due to prevailing sea conditions the helicopter carrying Able Seaman Cribbes was forced to hover at a height which made entry into the water dangerous. He nevertheless entered the water and recovered the fisherman. Later, although near exhaustion, Able Seaman Cribbes applied mouth-to-mouth resuscitation during the helicopter flight to Nowra.

William Brown FOSTER, Tasmania Police, Hobart.

On 21 September 1974, while the South Esk river at Launceston was in flood, three young men attempted to shoot the flood in a rubber raft. The raft capsized and one young man was trapped on rocks in the middle of the river. Constable Foster manned a raft and brought him safely to shore.

David John GILL, of R.A.A.F. Base Squadron, Wagga Wagga, New South Wales.

Corporal Gill was off duty at R.A.A.F. Base, Darwin, when Cyclone Tracy struck on 25 December 1974. At the height of the cyclone Corporal Gill proceeded to the R.A.A.F. Base Hospital to restore power notwithstanding the danger from flying debris in the 300 kilometres per hour wind. He quickly restored emergency power to the hospital, and then proceeded to retrieve emergency power equipment from the R.A.A.F. hangars. Afterwards he made his way to the central power house to shut off the main power supply and isolate fallen power lines. By his initiative and despite personal risks involved, Corporal Gill ensured continuity of power supplies to the Hospital and the Base.

Michael Kim STEWART, of 54 Edinburgh Terrace, Post Augusta, South Australia.

On 11 October 1974, while driving across the bridge over the upper part of Spencer Gulf, Mr Stewart saw a car crash off the bridge into the water 9 metres below. He stopped his car and dived off the bridge into the water. The passenger was out of the submerged car, but the driver was trapped and injured. Mr Stewart dived down to the car, freed the driver and brought him to the surface. He then supported both the driver and the passenger in the water until help arrived.