

# CENTENARY SHEDDERS

No. 1 - 1st Qtr. Jan/Feb/Mar 2019

Official Newsletter  
of the  
Centenary Suburbs  
Men's Shed

We produce  
**QUALITY HONEY**  
from our very own hives



## FIRST EDITION - 12 PAGE BUMPER ISSUE

### Max thanks his "Shed Mates" for restoring his will to live...

2018 was not a year that Max Wickenden wanted to remember, diagnosed with a life threatening medical problem, he was advised by his doctors to return home and prepare for the worst.

In a short time Max was back in hospital, his attitude to continue living was at an all time low.

One night early in his confinement he felt himself drifting and he experienced an "out of body experience" talking with his two deceased brothers who persuaded him to fight his medical problems. When he awoke his room was full of his "Mates" from the Centenary Suburbs Men's Shed which changed his attitude to want to live.

A member of the Men's Shed since 2012, Max was one of the early members who were instrumental in building the shed from the ground up to what it is today, one of the best equipped Men's Sheds in Australia.

A life long passion for painting, Max has been a leader in establishing a new arts shed which will be open to men who want to express their thoughts and vision onto canvas, in the early part of 2019.

Born in Casino, NSW, in 1942, he started an apprentice as a carpenter in Sydney, and soon moved to where his interest lay in making and hanging Blinds and Shades.

In 1964 he moved to Queensland and established his own business in Blinds and Shades until he retired in 2009.

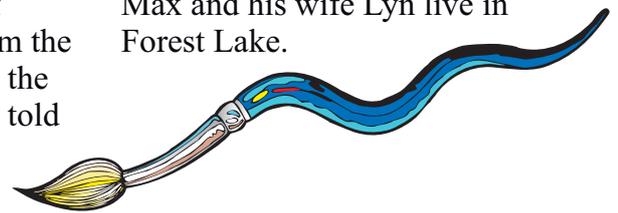
Max said, "If I can attribute one definite reason for my attitude to want to live, is the sense of humour of my "Mates" from the Shed. My first day back at the Shed after my illness I was told



Max is ready to brush aside his past medical problems, painting his way to a more relaxing future in the new Arts Shed

that my annual fees were due, I offered to pay monthly, just in case, there was a sudden reply from all members, Max, we feel an annual subscription is the way forward"

Max and his wife Lyn live in Forest Lake.



### In this issue...

#### SHIPS AHOY !

Our models makers, "extraordinaire" are working on two fantastic models of historic ships - Page 5



#### SWEET STUFF

from our Apiary Man - Page 7



#### BRING US YOUR DEAD MARINES...CONTAINER REFUND SCHEME - Page 9



#### How did the shed come about ? - Page 10



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## PRESIDENT'S PONDERINGS

A word or two from our man at the top



I am proud to announce and present this, our first Newsletter.

The Newsletter will contain information regarding the sheds, activities, future plans and recognise and thank those individuals and organisations that have supported us over our growth years. It will also recognise the current and future supporters.

As a Registered Charity we rely upon support from our "Mates of the Shed" to operate on a daily basis and support various groups such as special schools and other charitable organisations.

We have come a long way since 2011 when the shed was founded. We in fact operated out of 2 trailers until the Jindalee Golf Club offered accommodation. This enabled us to have a base for operation and be able to plan our future.

We now live at 125 Monier Rd Seventeen Mile Rocks on land

provided to us by Brisbane City Council.

We have a meeting room kitchen and room for a snooker table card table and small library. Our main shed contains woodworking and metalworking areas. A shed that is dedicated to heavier metalwork adjoins and we have just finished construction of our proposed Art Studio.

I would like to invite anyone thinking of joining to visit us and have a good look around and chat with members. Anytime 8 till 12, Monday to Thursday

## SAY HELLO TO YOUR EDITORIAL TEAM...

### G'Day Fellow Shedders

Welcome, readers to your first edition of "Centenary Shedders".

Firstly we would like to thank all those who contributed stories and photographs to this Newsletter. Without you, there will be no stories to tell !

**Mal Lancaster** has been responsible for coordinating, gathering news, writing some of the stories, and encouraging Shed members to write their own stories. He is also involved with the photography side of the Newsletter production, supplying Jim with high quality images as required. Without Mal's input Jim would have a much harder job to lay it all out.

**Jim Allen** is responsible for putting it all together in graphic design layout and producing the print ready artwork. This involves thinking of headlines, placing the stories, working on what goes where and what page etc. to try and create an interesting flow.

This first issue has been an interesting challenge and taken some while to get together. Now that we have the initial layout with some permanent pages (i.e. Committee page, Sponsor's page etc) we have achieved the creation of basic templates for each page. This will make the next issue quite a bit less work as a lot of the layout will be already in place. It has been a learning curve for all involved with this first edition. We, the team have learnt a few things about collecting the information and stories for inclusion in the newsletter:

**WRITING STORIES:** To assist us in placing the copy we would appreciate your input be typed directly onto your email or in a Word Document. From one of these the text can be copied and pasted into Coral Draw, the system Jim uses to format the pages and create the artwork. Do not include photos or images in a Word Document, send them separately as next described.



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### PHOTOS & IMAGES:

The easiest way to import photos and images into Corel Draw is to have them supplied as **original size** jpegs. When sending by email they should be placed in the **ATTACHMENT** section of the email **ABOVE** the actual page where you type your message /story - otherwise they cannot be used readily.

Contact Jim or Mal if you have any questions about sending stuff

Send stories and images etc.to **mal.lancaster@optusnet.com.au**

Happy Reading! - Editorial Team

# TREVOR'S TERRIFIC TOUR TALE

Trevor Johnsson's grand tour of the United States starts here

I have always been interested in mechanical things. Even when young I used to pull apart clocks and radios to try to see how they worked and I used to study the exploded views of the machinery in Eagle comics when I could borrow them from mates. I also used to go to the nearby railway lines to watch the few remaining steam trains that were still in use at that time. Another interest was cars and my father bought me a 1932 Dodge when I was fifteen for a cost of 10 pounds. I got the car going but it was in bad shape and neither my mechanical skills nor budget were enough to let me get the car on the road. I ended up dismantling the car and selling it for scrap.

When I was sixteen I started an apprenticeship as a diesel mechanic but I won a scholarship and went back to school without signing my indentures. My interest in machinery of all types has never changed and my dream would be to own a traction engine but the problems with space, cost and time make this an impossibility. Another interest of mine is in history with a particular emphasis on the Industrial Revolution and the men and inventions from that period.

Two years ago I saw an advertisement from a Brisbane Company called Destination Management that was offering a guided tour to the United Kingdom looking at precisely those items I am interested in. The tour had a limit of twenty people and used a full sized coach as transport. The places to be visited included Victorian Pumping Stations, rail, plane, tram, transport and science museums, visits to private tractor and



White House

machinery collections, a three day trip to the Isle of Man with its steam railway and electric trolley systems and it ended with two days at the Great Dorset Steam Festival. The big advantage in traveling with a special interest group such as this was that we got to see the workshops and other places that ordinary tourists never see. I signed up and had a ball. Without a doubt I can say it was the best tour I had ever been on.

This year Destination Management was offering a similar tour to the USA so I decided to go on it. Although the history was not as old as the U.K. trip the range of items covered was similar. It was interesting to note that there were six people on the trip who were also on the previous trip to the United Kingdom and that seventeen of the nineteen participants had travelled previously with the tour company. Amongst the group was a man from Ipswich who owns a 1926 Chandler and a couple from Melbourne who own eleven Minervas. I shared rooms with a seventy nine year old dairy farmer from Gympie who owns a small museum.

The tour started in Washington and we spent two days there. The first day was to recover from the flights and to meet our fellow travellers. On the second day we went to visit George Washington's house, Mt Vernon, and the associated Gristmill and Distillery. Then in the afternoon we were dropped off and left on our own so we could visit the Smithsonian Museums. I chose the National Air and Space Museum and just had time to see a little of the National Museum of American History. Both were very impressive. That night we visited the Kennedy Centre for the Performing Arts and did an illuminated driving tour of several of the Washington monuments. The next day we left early for New York where the first thing we did was a ferry ride around Manhattan which included seeing the Statue of Liberty, Ellis Island and the Brooklyn Bridge. Later in the day we did a driving tour in the coach around the more famous streets of New York. I pitied the poor driver. New York must rate fairly highly as one of the worst places in the World to have to drive in.

Continued page 6...

# “All I ask is a Tall Ship...” TWO MODEL SHIPS IN THE MAKING

Top class model making duo, with tremendous patience keep mini HMS Endeavour and French War Ship afloat at Shed

TWO heads are better than one when it comes to building scale models of a 300-year-old French War Ship and the *HMS Endeavour*.

Centenary Suburbs Men's Shed members Richard Wilson and Ken Smith have had a shared and active interest in the sea and were both involved in sailing from a very young age.

Their interest has been rekindled through the model boat building activity at the Men's Shed.

They are working on several models including a 300-year-old French war ship *Indiscret* (a name that is still in use on a French submarine), which was built in 1749 by the French Navy. It was a special speed ship to counter the pirates off North Africa, and it carried 20 canons and a crew of 300 men.

The second model, which has a greater Australian connection, is Captain Cook's most famous ship (*HMS Bark*) *Endeavour* in which he sailed on his first voyage round the world in 1768-71.

The model boat activity will require another six months before work is complete on

the French war ship and almost three years to finish the *Endeavour*.

## **INDISCRET....**

**Richard Wilson and Ken Smith inspect their ongoing painstaking craftsmanship on the three hundred year old war ship.**

**Only another six months work ahead to complete the model !**



## TALKING OF MODELS....

**These Meccano Magazines are FOR SALE**

A selection of Meccano Magazines, 12 off in the small format from 1950-1951 and 4 off in the larger format from 1963. These magazines cover all sorts of interesting articles on mechanical equipment, travel, modelling etc. Price \$1.00 each. Contact Trevor Johnsson at the Centenary Suburbs Men's Shed or call 0409 222 248

**More items for sale - back page**



# TREVOR'S TERRIFIC TOUR TALE

## Continues...

On day four we did a walking tour of Central Park and then boarded the coach for an uptown tour of some of the more famous places and landmarks. We then caught the subway and visited the site and memorial to the Twin Towers and this was followed by a visit to the top of the Rockefeller Centre. That night most of us walked down to Times Square to view the lights. Up until now most of the trip would be what any typical tourist would do.

We left New York on day five with the first stop being the America on Wheels Auto Museum in Allentown, Pennsylvania. This museum advertises itself as featuring vehicles that put the USA on the road to international leadership in automotive transportation. Exhibits ranged from the latest in personal transportation vehicles such as scooters and Segways, to grand Mack trucks. After lunch in their 1960's style restaurant we then proceeded to Steamtown National Historic Park located in Scranton, Pennsylvania. This park occupies about 40 acres of the Scranton railroad yard of the former Delaware, Lackawanna and Western Railroad, one of the earliest lines in rail lines in north-eastern Pennsylvania.

The heart of the museum is the round house built around a central 90 foot long turntable where engines were brought in for their daily servicing



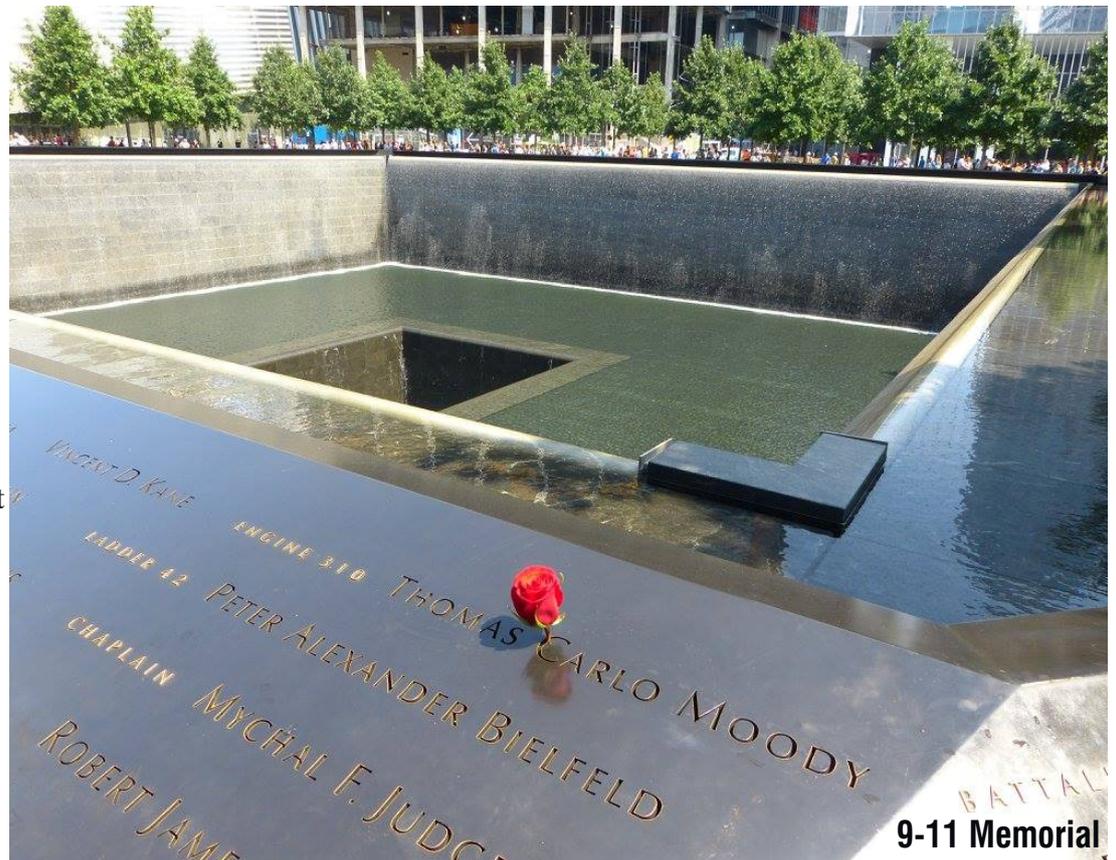
**Hudson River Ferry**

in one of the roundhouse bays. It had a large collection of standard gauge steam locomotives and freight and passenger cars as well as maintenance-of-way equipment from several historic railways. Many of the engines were privately owned and were in the roundhouse awaiting restoration. We also visited the workshop and viewed several that were being restored. The locomotives ranged

in size from a tiny industrial switcher engine built in 1937 to a huge Union Pacific Big Boy built in 1941. The oldest locomotive was a freight engine built in 1903.

We stayed in Scranton that night before heading off to the Coolspring Power Museum located in Pennsylvania.

**Continued page 8...**



**9-11 Memorial**

WHAT'S THE BUZZ ?

# OUR HONEY IS "BEE" GOOD !

Tasty story from our apiarist Phillip Rowland

My interest in Honey Bees started when, as a child, I helped my father work and rob the hive we used to keep on our residential block in Brisbane. That interest got overtaken by others as a teenager and was not renewed until my nephew moved from Victoria to Brisbane and starting keeping bees some ten years ago. In 2014, I obtained one of his swarms and started keeping bees (European Honey Bees) as a hobby since then.

Subsequently, we were able to capture a number of successive swarms. We kept one to give us two working hives, one went to my cousin on a farming property in Gulgong, NSW, one went to my daughter in Kenmore and another ended up at the Mens Shed at its current location in October 2017.

My bees are kept in '8 frame Supers' or Bee Boxes. The standard is usually ten but I find a 10 frame Super is too heavy for me to lift and move around, especially



Phillip checks out a full honeycomb

when it is full as each full frame can weigh between one and a half to two kilos. I have a queen excluder grate between my bottom super and the ones above. This means that the bottom super/box becomes the brood chamber for the hive as the grate prevents the queen bee from moving to the higher supers/boxes and laying eggs there so no bee larvae are lost when the honey is spun out from those higher supers/boxes.

My hives (and the Mens Shed hive) are registered with the Qld Dept of Agriculture and Fisheries. Under current legislation anyone keeping bees in Queensland must register

them. This Register allows the Department to quickly locate and inspect hives if a disease or foreign pest outbreak occurs. There was a recent scare when a colony of Asian Honey bees infected with the Varro mite was discovered in Cairns. The Varro mite has decimated hives in Europe and so far has not been found in Australian bees.

The Mens Shed Hive has three Supers/boxes. The top two are for honey storage. Usually the bees store honey in the topmost super first and then fill downwards. When they are 'robbed' it is usually only the frames in the top Super that are full and capped and worth robbing. During 2018, this hive was robbed six times and an estimated 85 kilos of honey was obtained. This honey is sold to members with the money being used for on-going purchases of equipment – eg. bee-suit, gloves, frames, foundation sheets for frames, etc..



Paul Stanbrook smoking the bees to calm them

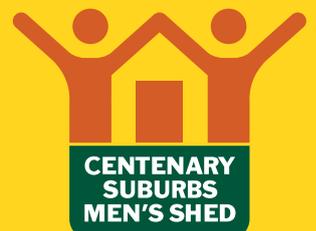


Jon Churven & Logan Beale spinning out the honey

MY HONEY IS FOR SALE



ONLY \$7 per Jar



## TREVOR'S TERRIFIC TOUR TALE Continues...

On the way we called in at Punxsutawney, made famous in the American movie "Groundhog Day". The Coolspring Power Museum is the largest collection of historically significant stationary internal combustion engines in the United States and possibly one of the largest such collections in the World. The majority of these engines were built between 1890 and 1920 and were used in industrial or agricultural applications.

The collections present an illuminating history of the evolution of the internal combustion engine technology that put an end to the steam powered era. There are over 250 stationary engines on display which are housed in more than 20 display buildings. The engines covered included stationary gas hit and miss engines, throttle governed engines, ignition engines and hot air engine ranging in size from a fractional horsepower up to a 600 horsepower gas powered Snow Engine. Many of the engines are privately owned but permanently housed at the Museum.

On arrival we were met by members of the Committee including one gentleman who had travelled six hours to meet up with us. They divided us up into small groups and took us around the exhibits many of which they started up for us. Without a doubt the star attraction for me was the 600 horsepower Snow engine



which they also started. Amongst many interesting exhibits were several oil fuelled, converted stationary steam engines that were originally used for operating equipment in the oilfields. There are several good video clips on You Tube of engines operating at the Coolspring Power Museum, included one of the Snow engine.



Trevor's story will be Continued in the next issue of Centenary Shedders..

## BRING US YOUR DEAD MARINES...



## CONTAINER REFUND SCHEME:

Co-ordinator John reports a flying start for the new scheme with an initial return of \$25.40.

Worthy of comment are:

1. A 90.6 percent compliance rate with only one ineligible plastic container rejected out of 255 empties.
2. Great assistance from those members who re-packed their empty stubbies into the original container - saved a lot of handling, thank you.
3. Just a few plastic bottles still

had their caps on but it took only a few seconds to remove them.

4. Not one of the bottles or cans carried the XXXX logo - a sign of the times ?

The collection point is now in the smaller of the two sheds immediately behind the woodwork shop - a notice indicates which containers are eligible for the scheme.

Thanks to all contributors, and remember, as you drain each stubbie or can, you are doing it for the Shed !

## BUNNINGS SAUSAGE SIZZLES

You know a man has done a good job when it takes four to replace him.

That's the situation we are in following Dougie's well-earned retirement as co-ordinator.

Wayne Trusselle and Norman Gough will now be the Thursday co-ordinator while Bob Wilmot (mornings) and John Silkstone (afternoons) will share the job on Wednesday.

In addition, John has taken on responsibility for purchasing supplies for both days.

Secretary Greg will continue to control rostering.

One other major change is in relation to our trailer, which will no longer be used to store rubbish before it is taken to the dump. It will now be kept

available to move stuff, including supplies to Bunnings for each barbecue. An older trailer will now be resurrected used exclusively for storing and transporting rubbish.



**Robin Lacey, Jim Allen and Chris Cuyler in action at Bunnings Oxley making sure the "SIZZLE" finds it way back to the Shed**

**The Sausage Sizzle is the backbone of the day to day operation of the Shed**

To coin a phrase, the Bunnings BBQ is the backbone to the financial survival of many Not for Profit organisations. The Shed's survival is no different. It's the members who man the BBQ's who ensure the "sizzle" finds it's way back to the shed's bank balance.

**As the shed moves forward, providing more assets for its members, our expenses will increase accordingly. IT IS IMPERATIVE THAT THE MEMBERS CONTINUE TO SUPPORT THE BBQ'S.**

# HOW DID THE SHED COME ABOUT ?

## A brief history of the Centenary Suburbs Men's Shed from 2012 to 2019

The flood that devastated local communities throughout South Eastern Queensland in January 2011 was a catalyst for the establishment of a Men's Shed in the Centenary Suburbs, Brisbane. A local community recovery group was established in response to the flood's impact who identified a need for the establishment of a men's shed in the Jamboree Ward.

One year after one of the worst floods to hit Brisbane, the Men's Shed 100 inc was formed and became an incorporated association with a management committee to oversee activities. Monthly meetings commenced in February 2012, with weekly social interaction gatherings leading to the Shed's inaugural AGM taking place on the 19th September 2012.

Whilst management continued looking for a permanent "Home" to operate from, funding approval was received for a novel concept to operate a "mobile shed" composed of two fitted out trailers and portable gazebo shelters, with tools and equipment funded by the Brisbane City Council Early in 2013, the members were able to put down some temporary roots working from the machinery shed at the Jindalee



Golf Club. This semi permanent home allowed the committee to stabilise and work with local and state government to secure a site for a permanent home for the shed members.

In February 2015, the Brisbane City Council offered a large site at 125 Monier Road, Seventeen Mile Rocks.

Over the ensuing three years the committee had to comply with numerous local and State building regulations, submitting lease applications and lease agreements, development assessments before they could move onto the construction phase.

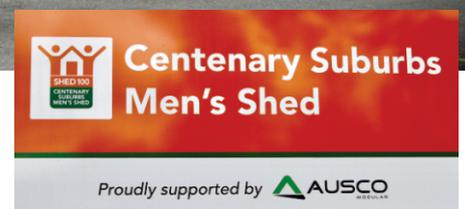
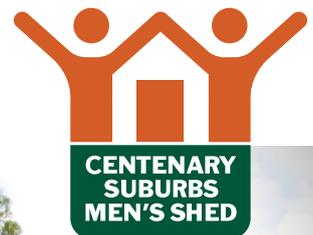
Numerous grant applications were successful, allowing the committee to proceed with site preparation, including power connection, a ramp allowing

access from Monier Road and the laying of slabs for the construction of the work sheds. A former Oxley relocatable school class room was secured and transported to the shed site, where it was rebuilt into a meeting and function room complete with a full kitchen and Echo toilets, with disability access.

To complete the Shed's long term plan for the complex, additional successful grant applications have allowed the committee to have solar panels attached to the roof of the main shed and build an additional two sheds to accommodate a welding complex and an art and storage shed.

The Shed members now have access to modern machinery and tools to fulfil any complex or minor task in which they wish to become involved.

Situated at 125 Monier Road, Seventeen Mile Rocks, it is a home away from home for men to become involved with the community and secure their own well being.



A BIG

*Thank You*

TO OUR WONDERFUL  
**SPONSORS**

Without our sponsors, our Shed would be all the poorer...

During the last twelve months we have received excellent support from the Federal Government through the office of Milton Dick. This has allowed us to provide an art shed and fit out.

As always, the Brisbane City Council through the office of Matthew Bourke, has been very supportive.

Contributions from our sponsors is also an extremely important part of our existence, in fact it's imperative to our continued operation. We need this in order to fund the ongoing commitments we provide to the community – something we are proud to participate in. So a special thank you to all our sponsors who have generously supported us, and we look forward to your continued contributions to our organisation.

Jon Churven - Fundraising Coordinator



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\$275

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Contact Mal Lancaster - FOR BOTH ITEMS

Mobile: 0412 795 118 - Email: mal.lancaster@optusnet.com.au

THE SHED'S HONEY

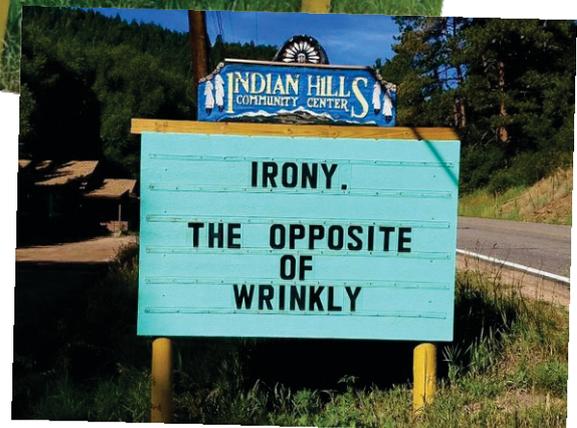


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MEN'S SHED

PHUNEE PHOTOS!?



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