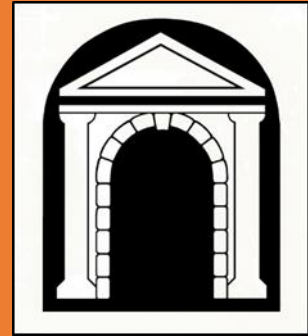


FREMANTLE HISTORY SOCIETY

Established 1994
AUTUMN EDITION, APRIL 2026



NEXT MEETING:

Chris Williams - Green Shoots in Fremantle: the founding of The Greens (WA) Inc. and its contribution to the election of Australia's first Greens Senator, Jo Vallentine.
Tuesday 28 April

Political histories and media attention focused on politicians, or conventional debates within parties or parliaments, can obscure the role of communities and movements for fundamental change in society.



Chris Williams looks at the history of dissident groups and contributions by their members, many based in Fremantle, who united in the late 1980s to form The Greens (WA) and how this incorporated association successfully campaigned for the re-election of Jo Vallentine, formerly independent, as Australia's first Greens Senator. He looks at both the vision and practice of green politics in Fremantle in the context of the environmental movement's encouragement to 'think globally, act locally' and calls for 'new paradigm' politics.

Image courtesy of State Library of WA BA3473/58
taken to accompany an interview conducted as part of
The Greens (WA) 30th Anniversary History Project.

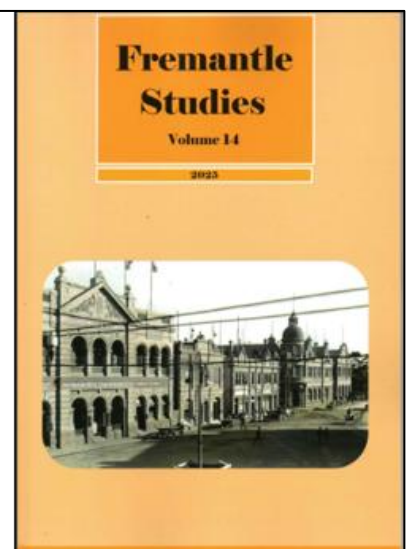


Fremantle Studies Volume 14

There are still copies of the latest journal available to purchase.

Contact secretary.fhs@gmail.com
or pick up a copy at one of the upcoming events.

\$20.00 for members
\$25.00 for non-members



FORTHCOMING EVENTS:

Green Shoots in Fremantle: the founding of The Greens (WA) Inc. and its contribution to the election of Australia's first Greens Senator, Jo Vallentine.
Chris Williams

Tuesday 28th April

Fremantle History Centre, Ground Floor, Walyalup Civic Centre
151 High Street, Fremantle 6160

Registration from 4.30 pm, nibbles from 4.45 pm.

Talk begins at 5.15 pm.

See page 1.

A conservation-led revitalisation of Fremantle City Centre

Alan Kelsall

Tuesday 26th May

Fremantle History Centre, Ground Floor, Walyalup Civic Centre
151 High Street, Fremantle 6160

Registration from 4.30 pm, nibbles from 4.45 pm.

Talk begins at 5.15 pm.

This presentation complements the submission from the Fremantle History Society to the Fremantle City Council titled *Heritage value, development and the future of Fremantle City Centre*, which features on page 6. The intention is to enhance the understanding of the submission by illustrating how Fremantle has evolved and changed over many generations.

The presentation aims to counter the perception that heritage places are obstacles to economic growth and urban renewal and replace it with a fuller understanding of how a complementary mix of old and new can present opportunities to create development that adds to urban character and distinctiveness, while also giving new life to historic buildings and areas by performing functions that could not otherwise be met.

Alan will provide an overview which illustrates some of the city's inherited strengths, an appreciation of their importance and how they might be harnessed to contribute to a successful and sustainable revitalisation of Fremantle. He will clarify the Society's position and answer questions about our submission to Council.

FHS Committee member, Alan Kelsall, has worked as an architect and heritage co-ordinator for the City of Fremantle, winning an award for his professional contribution to the state's heritage in 2016.

Archiving the Buffalo Club

Daniel Elias

Tuesday 23rd June

Fremantle Buffalo Club

54 High Street, Fremantle, 6160

Registration from 4.30 pm, nibbles from 4.45 pm. Talk begins at 5.15 pm.

The Fremantle Buffalo Club is a members-owned and run social club. In 2024, the Management Committee established the History Subcommittee (SC) to organise, collect, and archive the history of the nearly hundred-year-old club. While developing the collection, Sam Wilson, a History SC member, created an accessioning process to track the Fremantle Buffalo Club's archive.

This experiment in volunteer, open-access, community-run archiving has proven successful, and though the collection is not yet fully itemised, the History SC has catalogued over a hundred items, ranging from esoteric artefacts of the mysterious Royal Antediluvian Order of the Buffaloes to the minute books of previous committees. In this talk, three members of the History SC will present the history and process of archiving the Fremantle Buffalo Club.

MEETING REPORTS

The history of Croatians in Fremantle

Dr Norman Marinovich – 24 February

Possibly a record crowd for a Fremantle History Society monthly meeting, 80 people showed up to listen to Norm Marinovich talk about Croatian immigration in Western Australia.

The first Croatian settler recorded in Fremantle was Vicko Vukovich, which he anglicised to John Vincent. This was in 1858 and from then till the beginning of WW2 there was a steady stream of Croatian immigrants to WA.

Emigration was driven by different factors over time. The first period, mid 1800s – 1945, poverty was the main reason. Life on the Dalmatian Coast was very harsh, the land was very poor and unproductive. These people saw the 'new world' as a means to make money and support those back home, although along with Italians and other 'foreigners', faced racism, the better jobs being given to British subjects.

Many found work on the Woodlines near Kalgoorlie, cutting timber for props in the mines and to fuel the mining machinery. Over 50 years they laid bare an area the size of Tasmania. Others went to the southwest, cutting down jarrah to supply the timber industry. Eventually these hard-working people made enough money to buy land and set up market gardens and vineyards in Spearwood, Mosman Park and the Swan Valley.

The second wave of immigrants arrived between 1945 and 1990, when Yugoslavia went from being a kingdom to being a communist country run by Marshall Tito. Many were unhappy with this authoritarian regime and left the country, but also, WW2 had left much damage and living was even more difficult than previously. Upon Tito's death the fragile unity of the country fell

apart and violent civil war broke out as the different cultural groups fought for independence, which spurred the next wave of emigrants from 1990 – 1992.

Since then Croatians have come to Australia for economic reasons, to find a better life with greater opportunities. They have brought their skills with them, making their mark in a number of local industries. Croatian anglers fished the waters around Fremantle from the late 1800s, gradually moving further afield from Bunbury in the south to Jurien Bay in the north, line fishing and later crayfish harvesting. Many fishermen built their own boats and still do to this day.

There were many Croatians working in quarries. The limestone was used for building foundations, but also for larger projects such as groynes out into the sea and retaining walls for the Swan River foreshore. Norm's father worked in quarries and was something of an expert in the use of gelignite, which was used to dislodge the stone from the cliff-face. It was also used to spectacular effect one Guy Fawkes night around the Marinovich bonfire, the reverberations apparently felt throughout the whole of Spearwood!

A great many Croatian families worked market gardens. Most were in Spearwood and Coogee but there were also a large number in Fremantle around Healy and Clontarf Roads and the Winterfold Estate, which the locals called 'Snake Gully'. This was a thriving community and whole families and their neighbours worked the sites and helped each other out.



Sports have been hugely important in the successful settling of Croatian migrants in Australia, providing a very effective means for them to blend into, and contribute to the community generally. Aussie Rules football particularly, is a game where they have made a significant impact and there are many famous local Croatian football stars: John Gerovich, Tony Parentich, the many Grljusich brothers, Jack and Peter Sumich, the Jakovichs, to name a few.

In the early 50s the men decided to form a club. Fremantle Council was not very forthcoming in providing land for a playing field and clubrooms. Cockburn, however, was much more accommodating and helped them develop land which is now where the Spearwood Dalmatinac Sport and Community Club now stands, possibly the most successful ethnic club in WA. Its membership now extends well beyond the Croatian community, to include all ethnic groups.

Today very few people migrate from Croatia to Australia, and those that do tend to settle in the east. Their integration into the wider community has been significant, helped to a large degree by many marriages outside the Croatian community.

The population of Croatia today numbers 4 million, small by world standards, but there are another 4 million people of Croatian ancestry scattered in many countries around the world. We are lucky enough to have 17,000 of them in Western Australia. It was a very informative and interesting presentation.

Captain Robert Laurie and the maritime development of Fremantle

Robert Nicholson, great grandson of the subject of tonight's talk

24 March

Born in Glasgow in 1855 Robert Laurie commenced his seafaring career when he was only 14 years old, his father being a sailor, possibly an influence. Deciding quite early in his life that he wanted to come to Australia, Robert set sail in 1880 and joined the Adelaide Steamship Company in South Australia. Here he gained valuable sailing experience, attaining a number of certificates and captaining several ships. Here he met Margaret Armstrong who he married in 1882, and over the following six years they had three daughters: Jessie, Minnie and Ida.

Robert was sent to Fremantle to open a branch of the Adelaide Steamship Company there and after managing the company for several years, bought his own stevedoring business in 1891. He also stood for and was elected to Fremantle Municipal Council. His wife, Margaret died early in 1900, and Robert married Mary Jane Powell in July that same year; they had three sons: Robert, Wallace and Douglas. His political career took a step up in 1901 when he was elected to the Legislative Council representing the Fremantle West Province. His experience in the maritime industry was recognised – he was noted by John Forrest and his ministers as the only person in Parliament who had any real knowledge of maritime issues.

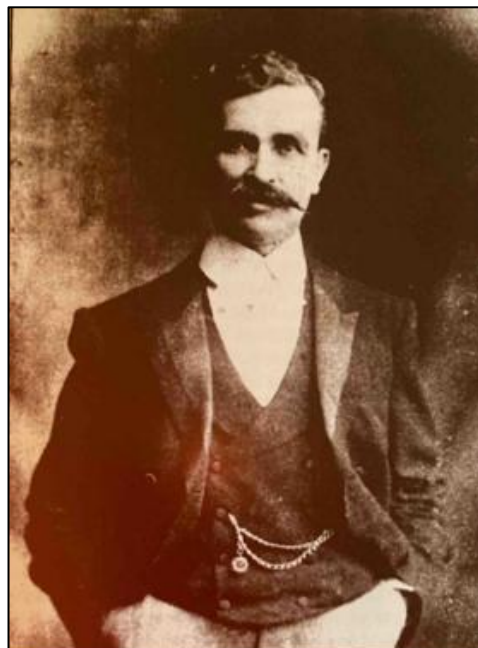
Addressing Parliament Robert stated that the Fremantle Harbour works had progressed to such a stage that management of completed portions should be handed over to a Harbour Board. He went on to outline exactly how that board would be made up and what functions it would serve, namely to provide a good harbour that would be an

inducement to overseas ship owners to send their ships here at the least possible cost to themselves, and to deliver goods to the consignee at the lowest possible cost.

Up until this time, the running of the harbour had been the responsibility of the Railways Department. In 1903 the newly established Fremantle Harbour Trust took control and administered the port with Captain Robert Laurie appointed as Chairman. This was a major turning point in the history of the port, efficiency increased significantly with costs to the merchants much reduced, within 12 months cargoes were being delivered to Fremantle 10 shillings less than previously.

Robert remained Chairman of the Fremantle Harbour Trust until 1907 when he announced his retirement and was planning to return to the UK for sometime. He returned to Fremantle in 1910, retained his position as a Member of Parliament for another two years and continued his life as a Master Mariner and working his stevedoring business. In 1926 the new concept of 'bulk handling' drifted down to this part of the world from overseas. From 1932 the Fremantle Harbour Trust implemented technical improvements to existing facilities to improve the efficiency of handling cargoes such as oil and grain.

Captain Robert Laurie died 11th November 1941; his wife Mary passed away the previous month on 12th October.



Captain Robert Laurie, newly elected M.L.C. for the West Province
Photo courtesy of Robert Nicholson



Swan River Pioneer Luncheon

You may remember an email circulated a few weeks back, from the Swan River Pioneers, sending out an invitation to join them for lunch at Moore and Moore Café in Henry Street on the 21st March. One of the objectives of the Fremantle History Society is to liaise with other history and heritage groups, and this sounded like a great opportunity to do this.

Our group was around twenty, three of us representing the Fremantle History Society. The Pioneers are a lively and friendly bunch and we were made most welcome. I admit thinking beforehand that it was a little expensive – the \$50 covered a main course, dessert, juice, tea or coffee, but the food was sensational, as was the service. I really wish I had taken more photos, particularly of the dessert platter which was just beautiful, and very delicious!

Owner of Moore and Moore Cafe, Simon Naber, travelled the world working as a chef before starting his own venture here in 2008. Over coffee, he sat and gave us a short history of the building and his journey running a restaurant/gallery in a heritage property in Fremantle's West End. He has been kind enough to agree to give a talk to our Society later in the year. All in all it was a really enjoyable afternoon.



Another of the objectives of the Fremantle History Society is to encourage public awareness of Fremantle's history and its diverse cultural heritage, and with a new local planning scheme currently under consideration, it was decided that this would be a good time to present our position to Council on the future development of Fremantle and the City Centre.

Heritage value, development and the Fremantle City Centre Submission by Fremantle History Society to The City of Fremantle February 2026

The Fremantle History Society believes that ongoing planning for the City Centre should learn from both the successes and mistakes of the past. The Society does not view 'heritage' as exclusively or even largely about the preservation of the built environment. Rather, we view heritage as what we have inherited from past generations, conserved and added to in the present, for the benefits of present and future generations. For Fremantle, it is an important part of what gives the City its distinctive character and the context for its continuing evolution. With this interpretation, heritage is as much about reimagining while remaining true to the authentic character of the City as an economically successful, multi-layered urban centre as it is about the preservation of its heritage buildings and public places.

We do not see heritage and development as being in conflict. Indeed, it is our view that the often adversarial and deliberately polemical debates that have characterised divisions between pro-heritage and pro-development groups are not only ahistorical but have also contributed to an extended period of economic and social decline for the City. To the contrary, the Fremantle History Society sees the heritage value of Fremantle as best reflected when conservation and sustainable economic growth are recognised as mutually complementary objectives.

The historic environment

The intent of town planning for Fremantle should be to sustain rather than simply to preserve the sense of local distinctiveness embodied in, amongst other things, Fremantle's heritage buildings and public places. Change is needed within the heritage environment, but it should be directed towards sustaining and enhancing heritage assets by putting them to viable uses consistent with their conservation.

The high quality of the area's heritage buildings and inherited urban form are recognised as irreplaceable resources which can provide the context and inspiration for new developments that add to urban character and distinctiveness. Many of these heritage buildings, however, remain under-valued and under-used and, consequently, their potential to contribute to the re-establishment of central Fremantle as a thriving, bustling, multi-layered urban centre is not being fully realised. Perversely, the underuse of heritage spaces is also one of the reasons why they require protection. It is the Society's view that it is the ability of heritage places to be used and enjoyed, rather than just to exist, that generates value in the market as well as in the community, and it is this that encourages and enables their owners to conserve them.

We therefore support the position taken in in the recently approved *Fremantle City Plan: City Centre (2025)* that what is needed is for these buildings to be conserved and used in ways that encourage the level of activity and sense of theatre that historically characterized the centre of Fremantle demonstrating both conservation and sustainable development principles. While a degree of prescription is necessary, this should not take the form of restricting new initiatives in this environment through mechanisms that prevent change such as, for example, caveats on future development and rigid (in)visibility criteria. Rather, in realising and further developing the intentions of the City Centre plan, Council should refine and articulate the values attached to the different ways heritage is expressed in each of the precincts. These values should be used to shape strategies and priorities for the current and/or desired future character and sustainable development of each precinct leading to clearly articulated values-based frameworks and design codes for each. New developments should be required to make a positive contribution to the local character and distinctiveness of that precinct, consistent with the frameworks and codes. It is our view that this form of prescription is necessary if we are to prevent the incremental impact of individually reasonable, even attractive and well-designed changes cumulatively destroying the authenticity and heritage value of the Fremantle City Centre over time.

In short, our historic environment can better be appreciated and understood if its character thrives, rather than declines. This means that each generation is encouraged to shape and sustain the historic environment in ways that allow people to use, enjoy and benefit from it for the quality of life it brings, provided this does not compromise the ability of future generations to do the same.

Lessons from the past

The introduction of container shipping in the 1970s caused profound changes in Fremantle severing the earlier mutually supporting interdependencies between the harbour, city centre and surrounding residential suburbs. Attempts at the time to revitalise Fremantle were guided by the 'anti-urban' attitudes of post Second World War town planning which did not accept the benefits that derive from the diversity of true urban life. Instead, it focussed on rigid zoning of uses with people moved away from the older urban centres to suburbs, often significant distances from the places they needed to be for work, shopping and other activities requiring the extensive use of the car.

It is now broadly accepted that it is neither sustainable nor desirable to continue to accommodate population growth on the fringes of the metropolitan area given the immense pressure it places on land reserves, the environment, housing and infrastructure and services. The recent State Government decision to take a lead role in coordinating planning and development within train station precincts through the *Station Precinct Improvement Plans* (2025) initiative reflects the recognised need for urban intensification.

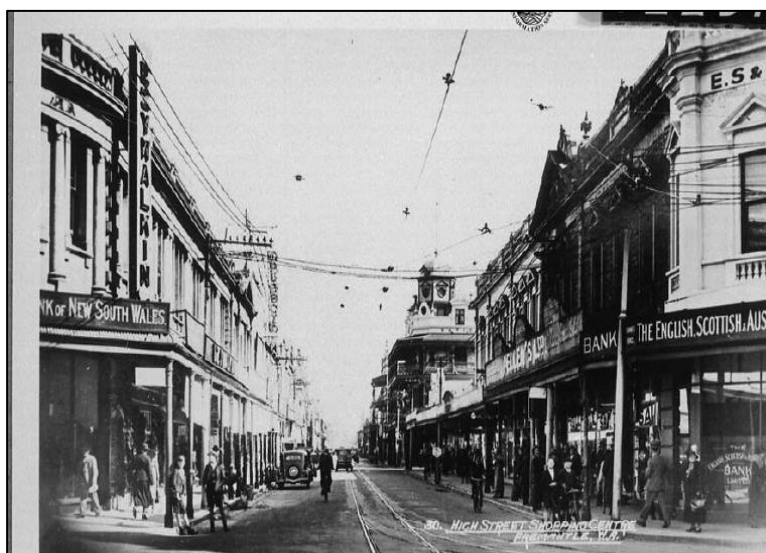
Urban intensification is often equated with anonymous high rise which can feel, and indeed be, threatening to local communities for its perceived impact on amenity. And certainly, some of the developments that we have seen recently along railway lines are not reassuring in this regard. High rise, however, is not the only or necessarily even the most efficient and economical way of accommodating increased population. High density has taken many forms and some of the alternative forms may be more consistent with sustaining the heritage value of Fremantle and assuring its future amenity.

In this regard, anti-urban attitudes towards redevelopment often led to the demolition or extensive 'modernisation' of heritage. This led to the loss of many fine historic buildings and to a cumulative reduction in the scale and density of development, which in turn led to a reduction in the intensity which had previously characterised the urban centre of Fremantle. This type of planning decision not only failed to create the sort of places intended or to achieve the predicted economic outcomes but also caused the loss of what this generation and those of the future would value and where they would want to live or visit.

A substantial part of the Fremantle City Centre lies within the remit (800 metre radius) of the Station Precinct initiative. Given the potential impact of this and other State planning policies on the City Centre further development of the current Plan will be necessary to more clearly align it to state planning documents. Visible alignment where appropriate should help to ensure that the City of Fremantle is heard and is regarded as the responsible party when decisions potentially affecting its development are being made. Indeed, it is our view that Fremantle not having been included in the initial group of ten station precincts is fortuitous. It provides the City of Fremantle with the opportunity to have in place an integrated strategic policy framework that addresses how change should be managed for Fremantle's most sensitive and complex places prior to engaging with the State Government over the proposed improvement plans and schemes.

The urban history

Fremantle has, until recently, always responded positively to the social, economic and technological pressures brought about by the need for constant regeneration. As a result, until the recent period of decline, the City has been able to maintain its pre-eminent position as a prosperous urban centre with a distinctive civic personality. It is clear that the planned relocation of the container port will have a significant impact on Fremantle. It is in this context, and in a period of regeneration, that the



implementation and ongoing review of the *Fremantle City Plan: City Centre* must position Fremantle Council and the broader Fremantle community to lead the State and set the scene for the urban centre we wish Fremantle to be.

For most of its history Fremantle was a prosperous, compact, relatively densely populated and walkable centre of trade. It contained buildings with strong associations to port-related activities. It also provided for a diverse mix of uses, facilities and local services, including schools, shops and places to work and socialise, that people living within its catchment could access either on foot or by public transport. In many ways it was what is now recognised as a good example of sound sustainable urban design.

The success of a place is largely determined by its ability to attract the people who in turn will create the interest and liveliness needed to attract more people. In its City Centre town planning scheme, the City has recognised that Fremantle will need to develop new ways of persuading people to come back to its centre to live, work and visit. In this regard, the Fremantle History Society endorses its focus on dramatically increasing a mixed choice of residences in the area including long term accommodation that meets the needs not only of the young and older down sizers but also of families of various economic levels. This includes encouraging a diverse mix of land uses with co-location of different uses to provide future communities with a wide range of services and amenities.

Diversity of users and uses has been a defining part of Fremantle's history. It encourages vitality and needs to again be part of the life of Fremantle if it is to generate the number and types of people needed to establish and sustain the conditions for a resilient, multi-layered urban centre that can support the vibrant mix of business, social and cultural activities needed to function successfully with less reliance on cars.

Over many generations, parts of Fremantle City have developed their own distinct but interdependent characters derived from their form and location, from the effects of changing patterns of use and activity within them, and from the contribution that each made to adjoining precincts and to the overall City. The *Fremantle City Plan: City Centre* should strengthen the reading of Fremantle as a combination of interdependent but distinctly individual precincts, reinforcing the established distinctive characteristics of each or, in the case of precincts undergoing transition, ensuring that they promote the desired future character of the precinct. The Plan's implementation should permit increased density only where it is considered appropriate given the history and contemporary identity of individual precincts but should preclude wholesale indiscriminate increase in urban volumes. Employed imaginatively this approach should also contribute to the City's overall legibility, and hence vitality, while at the same time encouraging an increasingly multi-layered identity that would not be possible in a more monotonous cityscape.

Managed appropriately the strengths of compact urbanism can be realised and Fremantle provides an historical example of how it was planned for and functioned successfully in the past. Well-planned, the closeness of urban living can create a highly inclusive community where people must work together to co-exist and to share in its benefits. This type of urban living has become rare in a metropolitan area of increasing suburban sameness. Fremantle's future health and development will not come from attempting to compete with or mimic suburban centres in their terms. Fremantle's ability to offer something different provides the City with the advantage of learning from and building on its own urban history and inherited strengths to offer something very different not only for its residents but for the benefit and pride of Western Australians more broadly.

Finally, it is the view of the Fremantle History Society that turning Fremantle, or even parts of Fremantle, into a historical enclave would not acknowledge, respect or honour the City's history. We do that by making the City a better place to live, work and visit, by re-establishing the good things from the past without necessarily replicating them. Re-establishing the benefits of a compact densely populated urban centre should be seen as a way of honouring Fremantle's heritage by securing the City's future as a vibrant urban centre with a distinct sense of authentic character.

Cycling Through History

Maeve Harvey

The Fremantle History Society (FHS) received a request from the Project Leader at WestCycle Inc., Sam Maguire, to participate in a guided bicycle tour of Fremantle. WestCycle Inc. is a not-for-profit organisation whose aim is to 'make riding safe, easy, and attractive for all'. While the aim of the ride was to raise public awareness about the route across the Stirling Bridge during the Fremantle Traffic Bridge closure, it was also an opportunity to share stories from Fremantle's past along the way. As one of the aims of the FHS is to 'encourage the study and public awareness of Fremantle history and cultural heritage' it was a good opportunity to participate in the event and promote the Society.

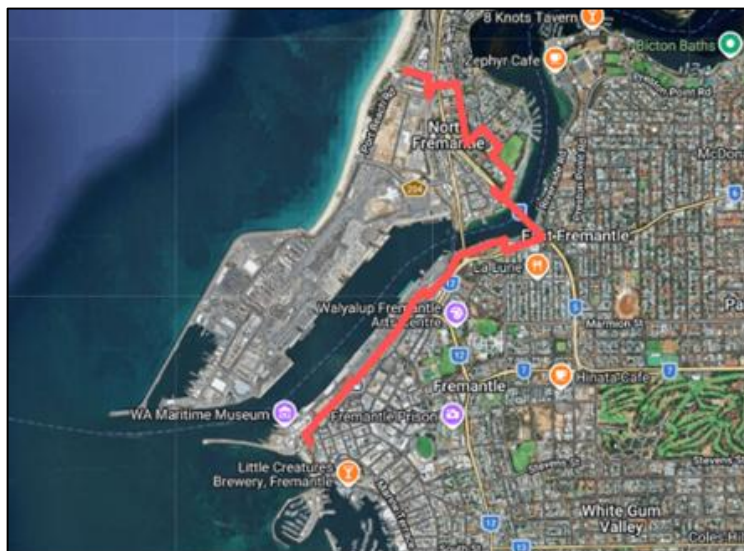


Figure 1. Courtesy WestCycle route map

The group comprised twenty or so mostly locals, ranging in age from young children to older participants. Leading the ride were Sarah Nisbet and Josh Curulli from WestCycle. Chris Thompson from CycleSense gave a comprehensive talk on cycling safety before we headed off.

The ride (Figure 1) started at Esplanade Park near the Tourist Wheel on Sunday afternoon, April 12th, which turned out to be a perfect day for cycling. Standing under the 120 year old Norfolk Island pines people were very interested to know that they were standing on land reclaimed from the sea that until 1905 was part of South Bay.

After discussing the development of Fishing Boat Harbour and Challenger Harbour and the influence of Italian fishermen on Fremantle we headed around to Bather's Bay/Manjaree to see the Round House and whaler's tunnel. I talked about the historical significance of the location for both the Whadjuk Noongar people and early settlers. For thousands of years Manjaree was a very important gathering place for trade and ceremony and was a cultural and spiritual hub for the Whadjuk people.

It is also the place of arrival for the first of many groups of settlers from Great Britain. In 1829 Captain Charles Fremantle planted the flag for King George IV on Arthur Head and claimed for the Crown all of the land that would eventually become Western Australia.

Captain Charles Fremantle of course gave the port city its name, despite the fact he only spent a couple of months in the colony. Subsequently Bather's Beach/Manjaree was the site of the arrival of the new settlers under Lieutenant-Governor James Stirling, and the site of first contact between the two peoples.



Photos: Jean Hudson, The Shipping News <https://fremantleshippingnews.com.au/>

We then followed the cycle path along Victoria Quay past the Elders Wool Stores and after a stop at Fremantle Arts Centre and the Army Museum, crossed the very busy and slightly hair-raising Stirling Bridge. The stop in front of the old Immigration and Information Bureau building on Victoria Quay was a good opportunity to discuss not only the different waves of immigrants who arrived at the wharf in Fremantle after the opening of the harbour but also the many departures that took place, including soldiers going to the Boer War in the late 1890s and both World Wars.

The places that we stopped at along the way gave me the opportunity to cover a wide range of the different phases of Fremantle's history. I emphasised the importance of the places we passed as a part of the social and cultural history of Fremantle. People were shocked to find out that buildings such as the Fremantle Arts Centre and the Round House narrowly escaped demolition. One participant who recently arrived in WA was very interested in the history of the Fremantle Arts Centre as she had studied mental institutions in the 19th century as part of her thesis in her home country of Mexico.

We then cycled through the former military district around Burt Street, site of the Fremantle Artillery Barracks (now the Army Museum), Rifle House and Gun House before finishing our tour at the North Fremantle Bowlo for refreshments and a chat about the history of North Fremantle, including of course the various bridges that were built across the river and the Pensioner Guard village known as "Bruce Town".

A little bit of cycling history

At the end of the nineteenth century, thanks to the development of the 'safety bicycle' as it was called which replaced the 'penny farthing', cycling became a very popular sport for both men and women. Then, as now, it was a useful means of transport as well as a form of recreation and social activity. The Fremantle Ladies' Cycling Club which was formed on March 15th 1897, claims to be the first of its kind established in the colony. By the end of 1897 it had thirty members and held regular cycling excursions.

A popular run was one south along the coast to the Coogee Hotel for lunch. The ladies dressed for the occasion and wore a dark skirt, white blouse, blue tie and a sailor hat with a blue ribbon (Figure 2). Gentlemen were excluded from the club runs, except for those specially invited and needed the approval of the committee. Judging by the list of members, names such as Pearse, Letchford and Turton among them, it was a sport for the upper and middle class, probably due to the cost of a bicycle.

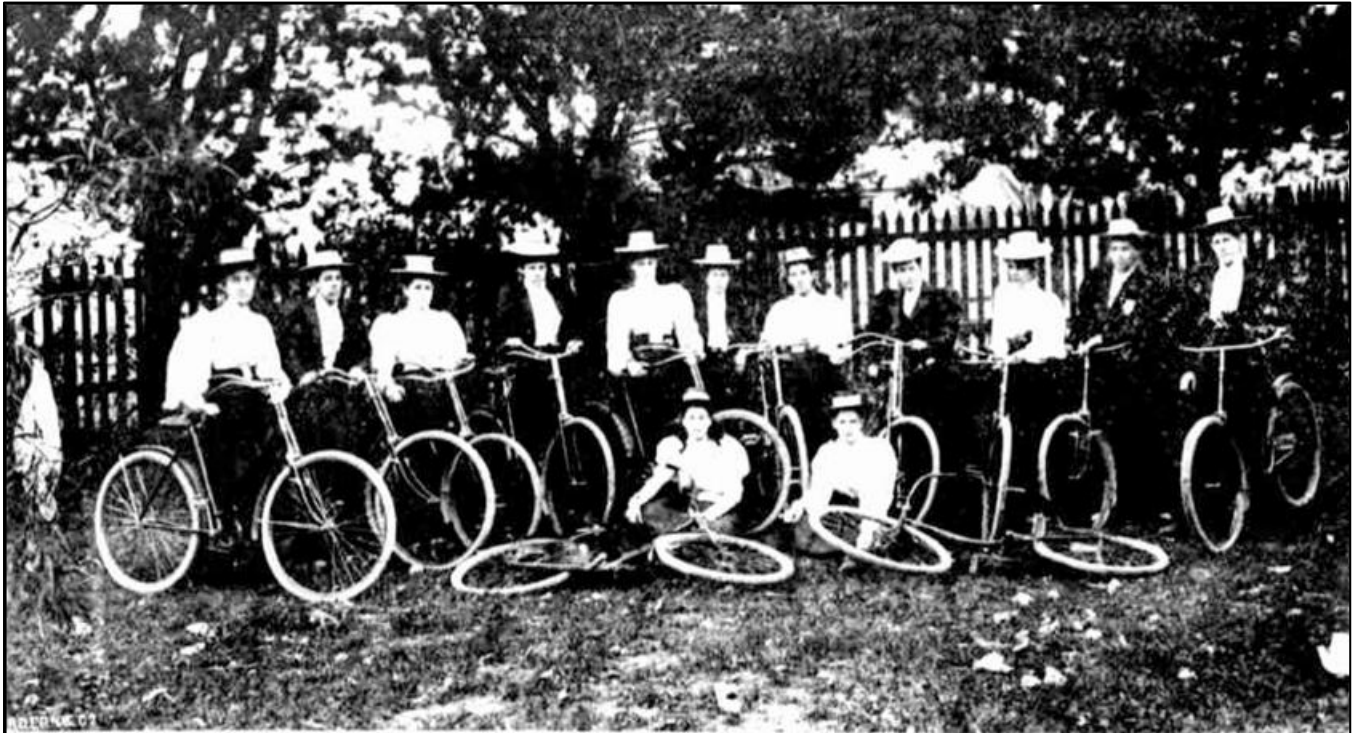


Figure 2. Photo courtesy of Western Mail, 15 October 1897

It is good to know that cycling is still a very popular sport. With our great climate and network of cycle paths (Stirling Bridge excluded!) it is a great way to get around Fremantle. Interestingly, one of the participants who is a regular cyclist in the Fremantle area noted that it has been much busier on the local cycle tracks since the bridge closed. No doubt the rising cost of petrol will perhaps encourage others to also consider cycling as a form of transport.

As a keen bike rider myself I really enjoyed the day. I met some interesting people and used the opportunity to promote the FHS by distributing flyers with our website and details of our meeting times to the participants.

Jude Robison as President and myself as Secretary and a participant in the event expressed our gratitude on behalf of the FHS to Sam Maguire of WestCycle Inc. for the very generous donation of \$500 which WestCycle made to the Society in appreciation of our participation.

Fremantle History Society contact details:

Email: secretary.fhs@gmail.com

Facebook: <https://www.facebook.com/fremantlehistorysociety>

Web: <https://fhs.org.au/>

The Fremantle Heritage Festival returns in 2026, as part of the Australian Heritage Festival - the nation's largest community-driven heritage celebration.



Running from **18th April to 18th May 2026**, this year's theme is 'Change', inviting Australians to explore how history continues to shape us and how we are shaping history in return.

Walks, Talks Tours and Tales



For the full schedule of events visit the festival page:

<https://visitfremantle.com.au/heritage-festival-2026>

YOUR COMMITTEE

Executive:

Judith Robison (President)
Allen Graham (Vice Pres.)
Beth Powell (Treasurer)
Maeve Harvey (Secretary)

Committee Members:

Alan Kelsall
Fay Campbell
Sue Willis
Stewart Alger
Andrew Pittaway
Kristi McNulty

Ordinary meetings are generally held on the 4th Tuesday of the month but be sure to check as the days and times may vary.
Details of these meetings can be found in your newsletter.