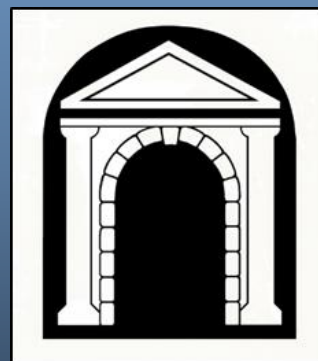


FREMANTLE HISTORY SOCIETY

Established 1994

WINTER EDITION, JULY 2026



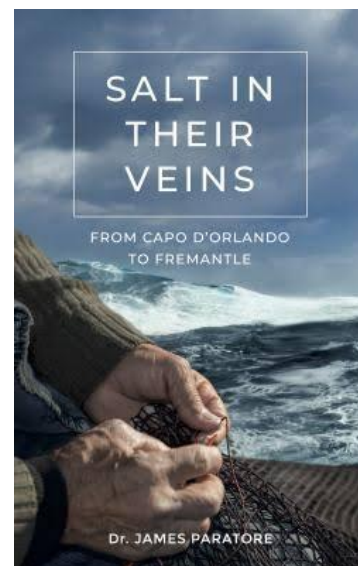
NEXT MEETING: Annual General Meeting this month

The next meeting is the Fremantle History Society's 2026 Annual General Meeting on Tuesday 28th July, at the Mardoo Room, Fremantle Library from 4.30 pm – 6.00 pm.

Dr. James Paratore has spent three years researching and compiling the history of Sicilian fishing families and their contribution to Fremantle and the development of the WA fishing industry. The FHS is delighted to have the opportunity to launch the resulting publication: ***Salt in their veins: From Capo d'Orlando to Fremantle*** at this year's AGM. Members and friends all welcome.

Registration and refreshments from 4.30pm.

AGM starts 4.45pm. Book launch after AGM, around 5.25pm.



Bookings can be made online: <https://events.humanitix.com/FHS/AGM-2026>

Copies of the book will be for sale on the night, \$25.00 includes GST. Payment by card or cash.

MESSAGE TO ALL MEMBERS:

It's that time of the year once again – membership fees are now due.

Your membership fees enable us to keep the Society running and offer you such a wide range of events each year.

Payment may be made by bank transfer, cheque or cash. Please see the updated Membership Form on the last page of this newsletter for details of the different payment options.

* Note that both Ordinary and Concessional Memberships are now consolidated into a single **Individual Membership** of \$25.00. The Committee made this decision to bring our fees into line with other history societies, simplifying costs and banking, and at \$25.00 it is still such a bargain for such great entertainment!

COMING EVENTS

2026 Annual General Meeting

Tuesday 28th July 4.30 – 6.00 pm.

Refreshments, AGM, followed by book launch

Mardoo Room, Fremantle Library,

Downstairs, Walyalup Civic Centre, 151 High St, Fremantle 6160

Annual Pub Lunch – Trade Winds Hotel

Sunday 23rd August 12.00 pm

1 Sewell Street (cnr. Canning Hwy), East Fremantle 6158

This year we'll be travelling across the border to East Fremantle, to what was originally the Plympton Hotel, built in 1897. The building has undergone a few changes since then, to bring it into line with today's expectations. I can personally vouch for most of the breakfast dishes and look forward to choosing something from the lunch menu.

We will draw upon our resident expert in hotel history, Allen Graham, to give us a bit of background about the hotel.

We need to let them know beforehand how many of us are coming. Be sure to reply promptly when Maeve sends out a reminder early in August.

Italian Way: The past and future of Italians in Western Australia

Wednesday 9th September, drinks at 6.30 pm, the film will be shown at 7.00 pm

Italian Club, 65 Marine Tce, Fremantle 6160

This month we have two events for you.

The documentary film: *Italian Way* is a cinematic journey through the remarkable stories of Italians in Western Australia — from the pioneers of yesterday to the creators of today. The film traces the legacy, resilience, and future of a community that has helped shape the State, offering an intimate portrait of its people, its heritage, and its enduring contribution to WA's cultural life.

This film, produced by the Italian Government to formally recognise the contribution Italian migrants have made to WA, was screened first in Rome, then given a local airing here in Fremantle December last year, which quickly booked out. However, we are lucky enough to have secured a second showing, this time at the Italian Club in September.

***Note this is Wednesday**, not the usual Tuesday. Refreshments may be purchased at the club.

CBD Revival – Sarah Booth

Tuesday 22nd September, 4.30 – 6.00 pm

Mardoo Room, Fremantle Library, Walyalup Civic Centre, 151 High St, Fremantle 6160

The second event, a fortnight later, is a talk about the future development of Fremantle and directions that this might take. Our speaker is Sarah Booth, the general manager of urban-renewal organisation, Spacemarket, and the community development lead with property groups, Hesperia and Fini. Sarah has a special passion and skill for turning vacant buildings and precincts into healthy, vibrant places of creativity and connection.

Recipient of the Churchill Scholarship in 2025 she spent 6 weeks travelling through Europe on a study tour investigating solutions for commercial vacancy in city centres. Publishing the findings of her tour in a report earlier this year, Sarah is now part of a group that is setting out to reinvigorate the city centres of both Perth and Fremantle which have the unfortunate distinction of being amongst the lowest performing CBD's in Australia.

Come listen to this inspiring young speaker discuss her findings and thoughts on the revitalisation of our city centres for creative and sustainable future development.

2026 Fremantle Studies Day

Sunday 1st November.

Venue still to be decided.

Peter Dowding – Peter, a lawyer and former politician who was premier of WA in the late 1980s, will speak about how Fremantle became a business centre through the pearl shell industry.

George Booth – George has a wealth of memories from his life in Fremantle, including his involvement with Richmond Raceway, the Fremantle Rugby League, Rotary Club and tour operator. He was awarded an OAM in 2023 for service to the community, and to tourism.

Emily Lanman – Emily is a historian specialising in colonial incarceration. Her paper will look at imprisonment within the Round House in the 1840s and the impact this had on the families of the offenders.

Rob Smith – Rob's ancestor, Rosa Smith, lived in Fremantle 1890 – 1920. She dedicated much of her life to caring for the poor with a particular interest in the welfare of sailors. She founded and ran the Sailors' Rest and was the first woman on the Fremantle Education Board.

MEETING REPORTS

Maeve Harvey

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 – 28th April

Twenty seven members and ten visitors gathered at the Fremantle History Centre to hear Chris Williams speak. Chris who is a practicing lawyer in Fremantle, spoke about how the Greens party emerged from among a small group of people, based mainly in Fremantle in the late 1980s. Chris talked about the complexity of bringing together the various groups which eventually led to a merger in 1990 between Jo Vallentine's Peace Group and the Alternative Coalition among others, resulting in the formation of Greens (WA) Inc. The Party was broadly based on the German Greens and Chris wrote the first draft of the Greens (WA) Constitution.

Among the early participants were some well-known names such as Dee Margetts, Christabel Chamarette, and Paul Llewellyn. The members, the women in particular, were from a professional background and were skilled in conflict resolution and, according to Chris, were the best facilitators. There was an emphasis on consensus decision-making and non-violence. Chris quoted Victor Hugo who spoke of the value of small groups of people who could change the world. He also mentioned how difficult it was to write about political history ('there's a lot of bullshit' – Chris' words).

In the late 1980s there was a need to challenge the new political neo-liberal stance of the Hawke government. The four pillars of Greens politics were: ecological sustainability, social justice, peace and non-violence, and grassroots participatory democracy. Feminism and aboriginal disadvantage were issues not included in the early stages of the movement. The Party decided to run a state-wide campaign in the 1989 state election which led to Jo Vallentine becoming the first Greens WA senator. The Greens had support from the Victoria Park Greens.

Environmental issues started to gain attention with the impetus to save the forests in the South West of WA after successful campaigns in Tasmania. Petra Kelly of the German Greens Party was influential and after Chernobyl (1986) and the fall of the Berlin Wall (1989), these events, along with urban heritage which came to the fore at this time, also affected the early policies of the Greens. Chris also discussed the not so successful relationship between the Greens and the Democrats and how it could have been more productive. The Democrats wanted to centralise while the Greens decentralised, with local level decision making at the grass roots level being a fundamental belief. Chris mentioned Donald Trump and our current world situation as an example of what happens when power becomes too centralised.

After some questions from the audience about the lack of success of the Greens and funding issues the meeting concluded.

David Worth from the State Library WA has compiled a group of oral histories of the early days of the Greens for the 30th anniversary of the founding.

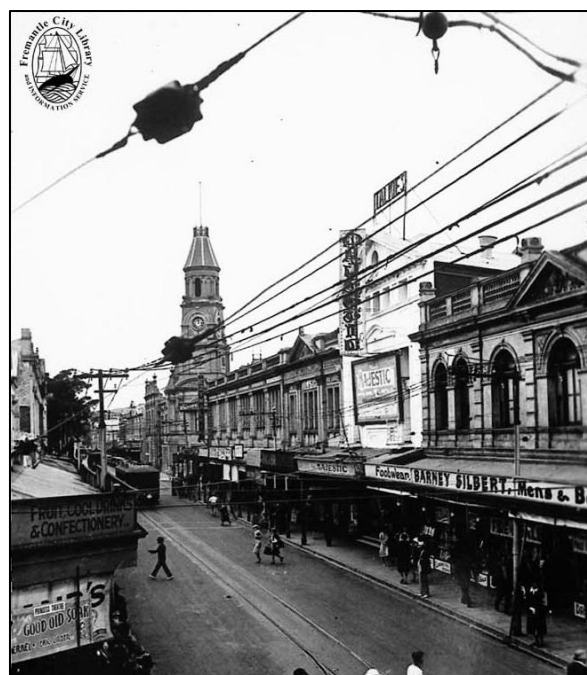
A conservation-led revitalisation of Fremantle City Centre.

Alan Kelsall – 26th May

Alan is a long-time member of the Fremantle History Society and enthusiastic committee member who has lived in Fremantle for many years. He has worked as an architect for the City of Fremantle specialising in conservation and heritage. His presentation set out to complement the recent submission the Fremantle History Society's committee put forward to the Fremantle City Council titled *Heritage value, development and the future of Fremantle City Centre*.

Alan talked about how the geography and geology of the area around Fremantle influenced J.S. Roe's original 1833 plan of the town. The design of a successful town takes a long term perspective without compromising future generations and Fremantle should be regarded as a good example of sustainable development. The small blocks in the centre made the town compact as it was designed for pedestrians. The layout of the town, which was the reason for its success, is still the same today.

Using maps and old photographs Alan demonstrated how different areas of Fremantle had different uses and showed the changes in the character of the town over time. The bar at the river mouth meant that Fremantle, as it was originally, was not an ideal port. It was not until



1930 High Street
Fremantle History Centre photograph LH001724

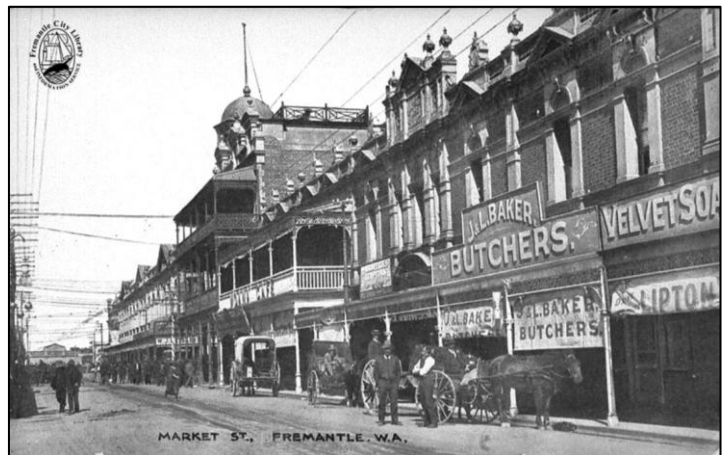
C.Y. O'Connor's plan for the harbour was implemented that it became a useable port. This plan, as Alan pointed out, as well as the discovery of gold at the end of the 19th century, was what made Fremantle so successful.

The increase in population from the 1890s brought greater density and vibrancy to the port. Fremantle was a mixed use urban centre with theatres, schools and shops as well as workers for the port, who lived locally. The buildings were well designed and high quality. The introduction of an extensive tram system catered for the increasing population as the town expanded. Later on the influence of the arrival of a large Italian community contributed much to the character and café life of Fremantle.

The 1955 Stephenson-Hepburn plan for the metro area and the increase of car usage meant that people moved to the suburbs. The authorities didn't want people living near the factories and many buildings were demolished to create large carparks. Part of the plan was to widen High Street and Alan showed photographs of examples where buildings were lost, including the Spicers and Elders buildings and the space where the TAB was located. Some examples from overseas were shown of how old buildings have been retained and repurposed by having shops built inside them, thus retaining the streetscape. In Fremantle it seems it was easier to knock down old buildings such as the Woolstores and build the shopping centre to a standard design.

In 1969 containerisation was introduced with the arrival of the *Koorunga* and this resulted in less workers needed for the port's operations.

Heritage, conservation and sustainable growth need an integrated approach which should result in a liveable city that benefits the community. Alan cited the well-known urban theorist, Jane Jacobs who said that cities (and I paraphrase the quote) which are dull and inert contain the seeds of their own destruction while lively, diverse and intense cities have the potential to regenerate.



1918 Market Street, Fremantle

FHC LH002200

Alan concluded his very interesting and informative talk by saying that the FHS is not against change, but the city plan must recognise past uses, diversity and make the city affordable to live in. What makes Fremantle uniquely attractive must be recognised and we should not fall into the trap of just copying other cities.

Archiving the Buffalo Club

Sam Wilson, Oliver (Oli) Krumholz and Cara Teusner-Gartland – 23rd June

Twenty five FHS members and a couple of visitors turned up at the Fremantle Buffalo Club on Tuesday 23rd June. Back in 2024 a dedicated group of young people formed a subcommittee of the club, calling themselves the 'History Buffs' and setting the ambitious project to go through the club archives describing, researching and digitising the contents and making them available to all via Freopedia: <https://freopedia.org/buff>. We were welcomed to the venue over drinks and nibbles by Sam, Oli and Cara, three enthusiastic members of the History Buff team.

Sam began with a bit of history about the Buffaloes. The Buffalo Club was originally tied to the Royal Antediluvian Order of the Buffaloes (RAOB), a charitable organisation. The origins may go back to the 11th century but more likely started in the early 19th century and were present worldwide. The origins of the clubs in WA are difficult to source as the records remain scarce and need more research. The intriguing name apparently originated with a folk song *Chasing the Buffalo*, which was popular in theatres in London and Ohio in the 19th century. Stagehands in London were not allowed join the Masons so they formed their own association and it spread from there.

The Fremantle branch started around 1919 in Adelaide Street, possibly. By 1939 the Club had moved into the premises at 54 High Street which is still their home. Apparently this was the site of Fremantle's first pub. The building was constructed in 1898 and by 1903 had become a 55 room boarding house for men, many of them seamen. From the building they could see the flags on the Roundhouse to see which ships were leaving the port and make sure they didn't miss them! The majority of the male-only founding members came from working class and immigrant backgrounds. By the 1960s the Buffalo Act created a membership based social club open to all and it ceased to be lodge associated with RAOB.



1980 - No. 54 High St.
Fremantle Society Photographic Survey

Sam spoke about the early days of the club but emphasised that more work needs to be done to retrieve records. Currently they have 80 years of records, many donated by the public.

Oli, another enthusiastic History Buff took up the story of Charles (Curley) Molyneux, a significant member of the Fremantle Buffaloes 1920 - 1950. He was born in Victoria in 1882 and it is not known when he came to WA. He had a long association with Fremantle Hospital, from the time of the Spanish flu and through the war years until his death in 1953. For 28 years Curley

regularly visited patients in the hospital and by all accounts had a soft spot for the nurses. There is a brass plaque honouring his generous service – over 5000 visits, at the Fremantle Hospital Museum.

Cara, an honours graduate, has been associated with the History Buffs for about three years. This year she received a grant and residency with WA art project: Know Thy Neighbour, and is drawing on the Buffalo Club, a place known for shared activities and community work, to capture both archival records and living histories to inform her project. She recognises the generational disconnect between young people and their use of social media and the older generations. Social clubs are uniquely placed to bridge that gap and the aim of her work is to bring the generations together.



Resident Buffalo
Photo: Sam Wilson

Cara spoke of how valuable it was to be associated with the club, meeting people of all ages outside her own social pool, and be part of the effort to share information, capture and record the Club's history.

These day the Buffalo Club is a social club and is run by volunteers. It is a place of solidarity and inclusiveness for workers, artists, and the broader community. The local music community hold events on a regular basis, there is a soup kitchen on Thursdays as well as yoga, art classes, poetry and comedy. The History Buffs meet on Saturday and Sunday afternoons (alternating weeks) to work on Freopedia. All are welcome come along to find out how to edit the site. See the Buffs website for more information. It was a most interesting and informative evening at the Buffalo Club and we are grateful to Sam and his associates for the invitation.

** The events are all audio recorded. If you missed any of the talks or would like to hear them again contact Stewart Alger at the Fremantle History Centre for access to a recording.*

SOUTH BEACH

Heather Campbell

Not surprisingly the Heritage Council of WA sees South Beach 'has aesthetic significance for its picturesque setting on the beach front and the landmark qualities of the tall pine trees and Moreton Bay Fig (Ficus) trees. The beach has been the venue of many community events and festivals, and the 10th Light Horse Brigade camped there during World War One.

South Beach has historic significance as the terminus of the South Fremantle tram

service, with a tram shed located near the Beach in Douro Road. Trees were planted on the reserve over a period of time. Most of the Norfolk Island Pines and Moreton Bay figs that remain were planted in the 1920s and are evidence of the Council's determination to transform a sandy dry area into a tourist and recreation destination. ... The Fremantle Tram system opened in 1905 and by April 1906, the initial routes had been completed. The service to South Fremantle terminated at South Beach (Douro Road) where a tram shelter was located. ...

From the mid-1990s, community efforts to improve South Beach were underway. A statue commemorating CY O'Connor, by sculptor Tony Jones, was installed 50 metres from the shore at South Beach in 1999. Other works during the 1990s included upgrading the beach and pathways to it. The place was included in the "Heritage Study South Fremantle", prepared by John Taylor Architects, for the City of Fremantle, June 1993. [[Heritage Council of WA - Places Database](#) accessed 11/7/26]



1920, Crowds arriving at popular South Beach. Note the Norfolk Island pines in Douro Road, planted c1908. Fremantle History Centre LH001228B

It is not surprising that South Beach and environs was, and is, valued by all who use it, to the extent that, in 1924, the *Weekly Herald* carried the headline:

**FILCHED FROM FOOTBALLERS
— A PRESENT FOR MOTOR
OWNERS—MUTILATION OF SOUTH
BEACH RESERVE**

[*Weekly Herald*, 21 March 1924, p.1]

with the article going on to say that ‘by deciding last month to nip forty feet off the South Beach recreation reserve, the Fremantle Council raised quite a storm of protest.

Nor was the storm in any way abated by the explanation that the commandeered forty feet were necessary to provide space for parking motor cars ... besides, there was the artistic point of view to be considered. The mutilation of the reserve would not improve the appearance of the Beach. Rather the reverse. Cr. Wilson ... said that by cutting forty feet off the reserve six Moreton Bay fig trees - which had taken fifteen years to grow—would be destroyed. Such a thing should not be permitted.’

Sadly in the current ‘improvements’ to the roundabout at the corner of Douro Road and South Terrace such a thing has been permitted, and has already meant the loss of a significant Moreton Bay Fig Tree and the possibility of losing some more.

**Note - In response to community outrage Council has since decided not to proceed with removing the trees: <https://www.facebook.com/MayorBenLawver/posts/update-for-anyone-who-made-comment-about-the-douro-rd-roundabout-and-the-potenti/1343326974680056/>*



15 June 1905. Mandurah Road, now South Terrace, showing the terminus of the tram line. The Davilak Hotel (1903/1904) is in the centre. Fremantle History Centre LH000948D

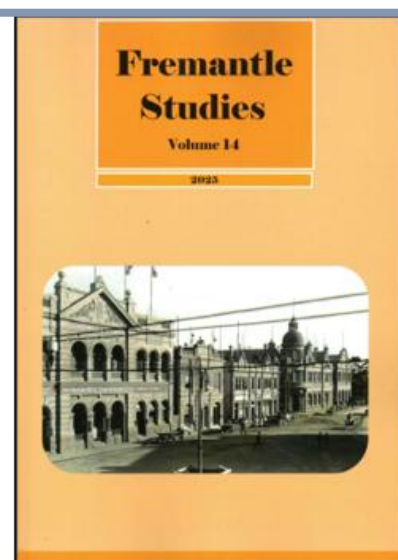
Fremantle Studies Volume 14

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



Travelling on the Swan River: transport in the early days – Part One

Maeve Harvey

When Captain James Stirling arrived in 1829 to establish the Swan River colony he decided to locate the capital, Perth, 19 km up the Swan River and on the opposite bank to the port at Fremantle. This caused many challenges for the early settlers who, having arrived at Fremantle, were obliged to travel to Perth to conduct their business. There were no roads in the colony until 1834 when a narrow, sandy track ran from Fremantle to Perth. As the first blocks to be surveyed and allocated to settlers were also along the river, the fastest and cheapest way of travelling for many years was by boat. The importance of the river to the early settlement is shown by the name the colony was first known as: the Swan River Colony.



1875 plan of the Swan River showing the many sandbanks. Dowson, p.14

By 1831 there was a regular service from Fremantle to Guildford using a whale boat and from 1840 the Caporn brothers, Fred, James, Henry and Edward were running the service. Whaleboats were often repurposed for river transport by adding paddlewheels to them. However because of the shallowness of the river, not to mention the rocky bar blocking the entrance to all but the smallest vessels, the journey was not without its problems. There are many reports in the early newspapers of barges running aground on the sandbanks or sinking in bad weather.

Despite the dangers and inconvenience the trip from Fremantle to Perth and on to Guildford on the open stretches of the Swan River had its advantages. The riverbanks were covered in dense, lush vegetation and the birdlife, including the black swans, was prolific. The journey must have seemed quite exotic to the first European arrivals. The sense of space, especially after several months confined to a small, crowded ship would have been exhilarating and perhaps a bit intimidating.

Daniel Wansbrough who arrived in 1831 and settled in Guildford made his living on the river. The early settlers learned to make the most of the prevailing winds. Making good use of the easterlies to head downstream to convey his produce to the port, Daniel then sailed home on the sea breeze. However there were plenty of days when the winds were not favourable. If there was no breeze or the tide was against him he resorted to rowing the distance, which would have been time consuming and hard work.

As more settlers arrived the Swan River continued to play an important role in the social and commercial life of the colony. Families and belongings needed a means of conveyance up the river and some enterprising locals made a good living by hiring out boats. John Watson started a daily service ferrying passengers and cargo in 1842, and the *Bride*, a whale boat owned by Henry Gray, made regular trips between Fremantle, Perth and the Upper Swan.

To transport goods and people the early settlers built flat river barges, which were called 'flats' and when necessary used poles to pull themselves through the shallows.

There were complaints of overcharging and overloading, often putting lives and property in danger, especially in bad weather on the open stretches of the river. William Tanner, a wealthy man who arrived in 1831 with some thirty indentured labourers had to release some of them to other settlers to offset the high cost of transporting

his goods and workers up the river. At the time it cost five pounds for the trip from Fremantle to Perth. Then there was the problem of the quality of the barges. As there was no legislation governing the construction or safety of boats until 1847, this added to the risk of a mishap.



Swan River flat. SLWA b2402447_1



Remains of the ferry capstan base on Beach Street, Fremantle. Photo Steve Wells

The sandy track that ran from Fremantle to Perth was on the north side of the river, roughly along what is now Stirling Highway. As there was no bridge across the river at Fremantle until 1867 a punt ferry service was established. It ran from the corner of Beach Street near the Fremantle Traffic Bridge and terminated on the bank near the north end of the bridge, the narrowest part of the river.

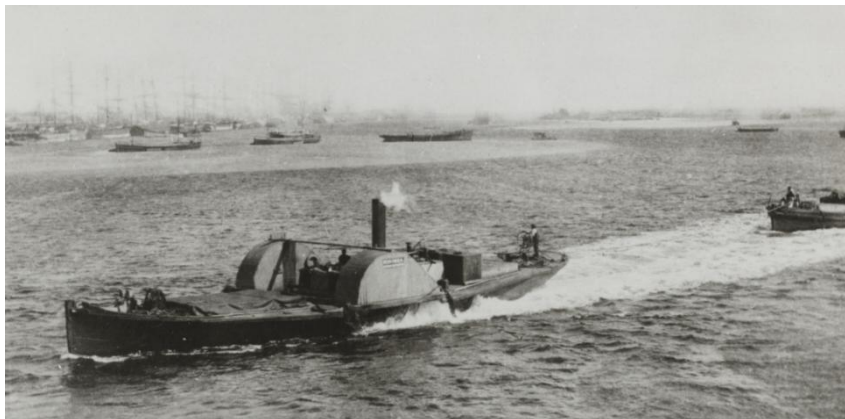
You can still see the remains of a sandstone plinth which was the ferry capstan base, which housed the winch and capstan. A heavy cable was laid across the river to haul the ferry across which was operated by manpower. The

winch was also used to tow boats onto the river bank for repairs and maintenance. The site is inaccessible at present due to the construction of the new bridge.

Whether by road or river the trip between the port and the capital was a slow one. By 1853 the journey, a mere 12 miles, 'from the unfinished state of the roads, cannot be accomplished both ways in one day' according to the *Perth Gazette* of June 10th that year. People who lived in Fremantle and wished to conduct business in Perth or vice versa were obliged to stay overnight. It was a case of 'a day up, a day at town and a day to get back to Fremantle'.

The colony remained reliant on the river for transport for many years and a variety of vessels were used including sailing barges, cutters, whaleboats and ferries. An article in the *Perth Gazette* of July 6th 1839 wondered why a steam boat was not available for the citizens of the colony. The truth was there was not enough money to finance such a venture in such a small settlement.

Eventually a group of enterprising locals got together to form the Swan River Steam Navigation Company. On 13th October 1853 the *Speculator*, built locally by Thomas Mews, whose family had a long association with boatbuilding in Fremantle, was launched with much celebration. Clearly ingenuity was needed on the part of the early colonists as they had to make do with



One of the early Paddle Steamers, *Nirimba*, 1905 on a busy Swan River. SLWA b6577323 2

whatever materials were available. The fifty foot long *Speculator*'s engine and boiler machinery were constructed by an American engineer, Solomon Cook, out of steel bullock wagon tyres welded together. As they tended to leak this greatly reduced the speed of the vessel and the journey between Perth and Fremantle, depending on the conditions, could take up to five hours. The newspapers at the time were not very complimentary about the service provided by the colonial built boat.

Solomon Cook went on to build many of the Swan River boats including the *Pioneer* and *Friends*. The *Pioneer*, known as the 'Puffing Billy', made its first trip in 1857. She caused a bit excitement on her maiden voyage when a steam pipe burst (the stoker forgot to release the steam valve) causing a loud explosion. Some of the passengers, decked out in their Sunday best, jumped into the river in fright. No one was injured however. *Friends*, launched in 1859 was a common sight on the river run from Perth to Fremantle up until the 1870s.

On the 22nd of March 1855 the *Commercial News* reported that *Les Trois Amis*, a steam boat built on the Thames in London came over the bar of the river mouth to replace the *Speculator*. The owner was William Hinton Campbell, newly arrived in the colony. Once over the bar the steam boat immediately ran aground on a sandbank. However, she could do the journey from Fremantle to Perth in just over two hours, a vast improvement which allowed locals to make the return journey on the same day. However, *Les Trois Amis* was never entirely successful either. Despite the service being 'tolerably regular' and the boat being 'commodious and replete with every convenience for the comfort and accommodation of passengers', the vessel drew too much water.

From the Inquirer of 4 April, 1855.

"LES TROIS AMIS."



THE inhabitants of Perth and Fremantle and the vicinity, are requested to observe that the hours at which the steamer is advertised to start during the present week, have been selected as an experiment; and that, should they appear after the trial of the week to be unsuited to the public convenience, they will thereafter be altered, of which further notice will previously be given.

W. H. CAMPBELL.

Due to the shallowness of the river the steamer couldn't use the jetties at either Fremantle or Perth. This required the passengers and goods to be taken off by boat and rowed to the jetty which added to the time and inconvenience of the trip. This situation continued until eventually after many letters from Campbell to the Governor (who had experienced the inconvenience first hand on the maiden voyage) the channel to the jetties at both Perth and Fremantle were deepened so the boat could approach the jetty.

In order to make the journey more attractive to potential customers and help cover the costs of the operation Campbell applied for a license for the sale of 'spirits, arrack and beer' and was granted one from Governor Fitzgerald.

Campbell drowned just six months later after jumping into the river off *Les Trois Amis* in an attempt to recover a dinghy which had drifted off. He was just 36 years old. Although he had not spent long in the colony, it was as a result of his request to the Governor in 1855 that the Swan River Navigation Board was set up with the aim of reviewing the state of the river, channels and jetties.

Part 2 of Maeve's article: *Travelling on the Swan River* will continue in the next issue.

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

Fremantle History Society contact details:

Email: secretary.fhs@gmail.com

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

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

Ordinary meetings are generally held on the 4th Tuesday (or Sunday) of each month. Details of these meetings can be found in your newsletter. Be sure to check details as meeting days and times can change.

We value your feedback and comments. If you have any thoughts about events, venues you would like to visit, possible speakers for meetings, please feel free to reach out and let us know.



2026 Affiliated Societies State Conference

Book now: <https://www.trybooking.com/DMQTP>

1926 – 2026

A Century of Change

Where to next?

11-13th September 2026



The Royal Western Australian Historical Society and its Affiliated Societies

61st State History Conference

Hosted by

History West/Royal Western Australian Historical Society
on Whadjuk Country



MEMBERSHIP FORM

FREMANTLE HISTORY SOCIETY

(ABN 92065886400)

www.fhs.org.au

secretary.fhs@gmail.com



The Fremantle History Society aims to:

- Encourage community involvement in the study of Fremantle history and cultural diversity through research, oral history and writing.
- Disseminate information about Fremantle in a variety of ways, in particular, through public forums and liaison with other history and heritage groups and schools in the area.
- Promote the identification and preservation of historical evidence relating to Fremantle.
- Encourage the commemoration of important events, places and people in appropriate ways.
- Arrange social gatherings for its members.

Membership and Fees

Membership fees:	Individual	\$25
	Family	\$35
	Organisation	\$50

Fees are due on 1st July each year. *New memberships* paid after April will carry over to the next year.

Payment options:

- Directly to the FHS account, with Mmrship and your name as Reference. Please also complete the form below and return by email.

Account Name: Fremantle History Society
BSB: 036 306
Account: 604012
Reference: Mmrship +Familyname
- By cash or card at meetings of the Society.
- By mail to Membership, FHS PO Box 1305 Fremantle WA 6959, with this form completed.

MEMBERSHIP APPLICATION

New members complete this form by typing in spaces indicated, save and return as email attachment to secretary.fhs@gmail.com OR print, complete by hand and return scanned by email or physically.

Name			
Membership type	Individual ☐	Family ☐	Organisation ☐
Email			
Alt email (for Family or Organisation members)			
Mobile phone			
Home phone (if relevant)			
Postal address			
Date			
Payment method	Bank transfer ☐	Card ☐	Cash/check ☐