



THE FIELD NATURALIST

Quarterly Bulletin of the Trinidad and Tobago Field Naturalists' Club

October - December 2009

Issue No: 4/2009

The Beating Heat of the Amazon (Part II - Final)

TTFNC Trip to Suriname April 2 - 8 2004

Matt Kelly

DAY FOUR (Monday, April 5):

Howler monkeys were acoustically active last night again, almost making me feel they were inside our eco-lodge, or was I dreaming? Squirrel Monkeys made their way near our lodge, early. Natasha Isave was able to hand feed some. There were as many as 10. The Maroons call them by their local name, "keskasi", which means "monkey" in the local Maroon dialect. The monkeys have extremely sharp ears and eyes, and respond to this call. They can also tell from quite a long distance just what it is you are offering in your hand. Figs worked the best for attracting monkeys. Also this morning, we saw many of the same birds as before, including some high-pitched barking White-throated Toucans right overhead. (These birds were formerly called "Red-billed Toucan".)

At 10:00 a.m. we took another 5-minute dugout ride upriver to another solitary riverside eco-lodge, called Lolopasi. It rents for \$125 (US)/night. Anil Gopi led us on a trail past there for about 40 minutes to Moederval (Dutch for "Mother Falls") on some farther up banks of the Coppename to see Electric Eels. When we got there, we saw plenty. There was a cluster of them along one main area of the shore. Anil said that sometimes there are hundreds present. If there are not hundreds here now, I hope they will not be visiting our swimming areas! These eels were dark, and from $\frac{3}{4}$ to maybe just over 1 meter long, and about the thickness of a Carib bottle for the most part. Their face had the look of a catfish. They seemed to stay in a cluster, resting out of the river current. Every minute or two, each has to come up for a quick, and I mean quick breath of air. It was a devil of a time trying to get a picture! Electric Eels have the ability to produce a high dose of amperage through their skin. If a human comes in contact with one, the jolt of electricity is rarely fatal in itself, but causes paralysis, and you can fall down and drown, even in shallow water.

After visiting the Electric Eels, hearing about Anacondas, Piranhas, Cayman, and fresh-water Stingrays in the river, not to mention the "Toothpick Fish" what did we do? Go swimming of course! On our way back to Foengoe, we stopped at a nice sandy beach along the river. The water was heaven! Anil, our guide explained why we could swim safely, especially with the many species of Piranhas here; Piranhas, whose razor teeth can bite 10 times per second. The Piranha will only attack humans if they are accustomed to being fed by humans. A river-dwelling person can easily cause a spectacle of swarming Piranhas by throwing their food scraps in the water daily. The Piranhas quickly equate the sight of a human with food coming, and they have a natural tendency to swarm into a frenzy. If they are used to being fed by a human, they will go into a frenzy at the sight of a human. But, if they have never been fed by humans, they will just go about their underwater business of eating dead and sick things in the water, and even flee from human bathers. Anil said there is a strict rule here against feeding the fish.

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Matt Kelly

Feature - serial



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We were back by 1:00 p.m. for lunch. Our plans for a two-mile hike to the end of the island had to be put aside, due to the "sibubusi" (meaning "forest broom") rainforest shower. Rain lasted till after 5:00 pm. We took an evening walk to the runway, and saw: Giant Cowbird (9), Red-fanned Parrot (3, w/2 kissing), Channel-billed Toucan (3), Rusty Margin Flycatcher (2), Black Hawk Eagle, Red and Green Macaw (3), White-throated Toucan, Capped Heron, Plumbeous Kite, Mealy Parrot, Blue-headed Parrot (5), Scarlet Macaw (2), Black Vultures (many), Red Howler Monkeys.

In the evening, Stuart bought a bottle of "Borgoe 82" Surinamese Rum, from some kind of commissary here, and shared it around with those who wished. It was dark, and real smooth. Through the evening, we reviewed the bird reference books here; *Birds of Venezuela*, by Steven Hilty, *Birds of Venezuela*, by Meyer de Schauensee and William H. Phelps, Jr., and the local classic, *Birds of Suriname*, by Francois Haverschmidt and G.F. Mees.

Anil brought out some photos taken in this area by some previous scientific guests, of nocturnal animals, after they had walked through a trip switch. There were some real splendid shots of Ocelot, Giant Anteater, Tapir, Capybara, some large birds, and many more.

Later on, many of us limed on the granite surface along the river. The rocks were still quite warm, even after rain today, and it was now after 10:00 p.m. There was a full moon illuminating everything. There were many frog songs. Graham White and I went frog hunting, and found a few different species. Graham also found a baby iguana. I turned in late. My legs were burning more than ever from something. There is a night bird (possibly a Paraque) calling a funny "ah-ah-ah-

ah-achooo!"

DAY FIVE (Tuesday, April 6):

The Squirrel Monkeys were back again, and responded to our "Keskesi" calls and bananas. The majority of the group wished to see some Piranhas caught, and have them cooked. Feroze Omardeen and I, being the vegetarians, felt otherwise. We went to check on some fresh tracks near the runway which Feroze found, and upon returning to the base, we found the rest of our crew away. Knowing our sentiments, we felt they must have gone Piranha hunting without us, so we struck out for the Foengoe Island 2-mile trail.

We were warned not to go into the bush by a young Maroon girl, because of the "leopard" in there. This made us want to go all the more, and I carried my camera at ready. Right off, we came upon a Collared Peccary, and I got his portrait, before he bolted, kicking his back heels high in the air as he did so. Next, Feroze spotted a Tayra just poking his way along in the canopy above. He is a excellent climber, and very hard to photograph. Some of the birds we saw were: Eastern Long-tailed Hermit, Black Nunbird, Collared Trogon (female), and a small Antbird, which I deliberated over for a long time, and concluded it was probably a Southern White-fringed Antwren (female) or an Amazonian Antshrike. All the while, numerous Cicadas buzzed extremely loud, all around.

As we pushed on, we found a communal spider colony about 12 feet long, and 6-8 feet wide. There were random webs every which way, supporting many trampoline-type surfaces. Hundreds of small reddish-brown spiders, about the size of a papaya seed, waited in small clusters. As we approached, a Cicada fell onto one of these nets. He had to be 100 times larger than one of these spiders. As the large Cicada flailed about, upside-

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down, buzzing his mighty wings, shaking the spider's whole neighborhood, I could have sworn somewhere in the spider colony, a bugle sounded, for the little spiders came on, by the hundreds, from every direction, just like the Calvary Charge, in an old-time movie. As they approached this very formidable, thrashing, buzzing monster, someone called "retreat", and they all energetically dispersed back to whence they came, in a trice, while the Cicada fell to the ground and escaped.

We made it to the end of the Island, and turned back, in time to find a Tarantula Wasp, carrying her paralyzed quarry. She dropped him for a moment at our feet when she saw us, and flew away. It was a young tarantula, too stunned to run away. I touched him, and he reached for me; for help or revenge, I know not. The wasp came right back, flying in low circles around the area, searching, like a miniature Black Hawk Helicopter, all business, picked him up again, and trotted off to her intended destination.

We returned to camp, to find we had been away too long. Our return planes would be here soon. Alna had saved Feroze and I some lunch, which we gulped. We quickly packed, and were at the runway on time. At 1:00 p.m., the two "Gum Air" planes came in. There was an 8-seat and a Cessna 206 with 4 seats. I rode in the small plane with Carrall Alexander and Graham White. We headed on a straight course of about 75 degrees, at about 4800 feet, directly into the Zorg & Hoop Airport in Paramaribo. Along the way, we passed miles and miles of beautiful, pristine rainforest. I'd really love to do some exploring down there!

We were back in Paramaribo centre by 2:30 p.m. and re-checking in to the Karasnapolsky Hotel. Being much daylight left, we all wished to explore some. All the shops close promptly at 4:30 pm. I



Suriname Forest and waterfall
Photograph by Robert Caputo/Getty Images

walked down to the President's Palace, past many old fashioned wooden buildings. Some were kept up, some a bit run down, but all quite stately. I changed my first opinion of Paramaribo. I liked it. When I turned to go back, I walked down Waterkant, along the Suriname River. I really loved this area; the buildings were of a truly stately, old fashioned European-style, many embassies and government Ministries, non-commercial, beautifully maintained. Across the street, is the waterfront along the Suriname River, with a few cafes. This is nice, almost like being in Amsterdam. I could have stayed out here quiet a while.

Back at the Karansapolsky, we met in the lobby at 6:00 pm, fresh and changed, to dine at the local favorite Javanese restaurant called "Mirosa". Stuart arranged our reservations and transportation. Feroze showed us a zip lock bag, in which he'd collected some ticks off his body. That was it! My legs were on fire from the ticks. I checked, and immediately found three. I never guessed it was tick bites back on Foengoe! Luckily, they weren't hard to get off, and be rid of.

At Mirosa, the food was excellent, and the por-

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tions generous. I tried a Javanese sweet drink of coconut juice, jelly, and fruit juice called, "Dawat". It was nice. I also had to try the local beer, "Parbo". We had a nice evening, even though there were many more mosquitoes in town than back on Foengoe Island! We had our maxi drop us about half way back, and we walked the rest of the way. It was a beautiful evening back along the Waterkant again. Sleep was heavenly that night, in clean sheets, and no ticks.

DAY SIX: (Wednesday, April 7)

I woke, breakfasted, and went for an early walk around Paramaribo. When I came back to Karasnapolsky, some people were holding a Three-toed Sloth. Inquiring, I found out that the men were from STINASU (Foundation For Nature Conservation In Suriname), and had taken this animal from some locals. They planned to release it in the wild today. I'm still haunted by the image of a large Red Howler Monkey, which I'd seen in a tiny cage in a backyard last night.

I first visited Vaco, the city's main bookstore. Books of interest included the beautiful *Birds of Suriname* (\$125.00 US), *A Guide to the Orchids of Suriname* (in Dutch and English - about \$55.00 US), and some thinner guides on birds or monkeys published by STINASU. All the books tempted me, but I left only with the monkey guide. Next time!

We had arranged to hire Anil and a maxi for the day to tour around Paramaribo. Selwyn Gomes went a different direction, having three pre-arranged meetings to build closer ties between the TTFNC and STINASU, WWF, and Conservation International. With these groups to assist, Suriname seems to be protecting much more of its natural heritage than its neighbor, Guyana. Feroze went on to one of Suriname's major hospitals to foster stronger ties between the medical

cardiology communities of the Caribbean with Suriname.

Our maxi rolled out at 8:30 a.m. We first stopped at Fort Zeelandia, and Anil proved very adept at recounting Suriname's colorful history. We were shown the old Coat of Arms of Suriname; Two tall Amerindians on either side of a ship with 5 sails. The five sails represent five races which made up Suriname; Black, Javanese, Hindustani, Chinese and White. The Amerindians represent the sixth race.

The historic wooden buildings in the Inner City were recognized by the World Heritage List in 2002 as a place of international cultural and historical significance. The city had many major fires, and suffered some real damage, especially in 1821 and 1832. On February 25, 1980, there was a revolution. In 1982, 15 dissidents were cruelly tortured and executed at the waterfront by Bout-erse. Although quite in the past now, this incident is still responsible for keeping many tourists away.

Across the Suriname River, is a good view of the Wydenbosch Bridge, named for the political leader who had it built in 2000. It spans the river up to 50 meters in height, so that large ships can pass underneath. Also quite visible in the center of the river is the remains WWII Nazi ship, Golslar, which was scuttled here by its Nazi Captain in 1940, and now the major channel marker for navigation. The river meanders 25 km. to the sea from here, or "as the crow flies", the sea is 10 km. away.

Anil explained the buildings, history, people, culture, politics, and more. We walked in the Presidential "Palmetuin" (or Palm Garden), which supposedly is also home to a band of Brown Capuchin Monkeys (we didn't see any). We visited the Numismatic Museum, especially for the history

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buffs, Roger and Stuart. We stopped at the large and impressive wooden Cathedral of St. Paul and St. Peter, which was built in 1885, but has been closed since 1989. Just up the street, we looked in on the stately "Navi Shalom" Synagogue, as Suriname was home to the first Jewish settlement in the New World. Interestingly, right alongside of the synagogue is the beautiful "Muslim Majiid Suriname" Mosque, with some spectacular Arabic-influenced architecture.

Suriname has a population of around 500,000 (of which one half inhabits Paramaribo), and there's an additional 400,000 living in Holland. Most of the foreign tourists here seemed to be Dutch. Many multi-national chains are common here, including; Shell, Texaco, ESSO, McDonalds, KFC, and Popeye's. There are many small and independent jewelry stores. I was happy to see Gandhi's statue in a prominent downtown location. We had a late lunch in Anil's favorite restaurant; Roop Ram Roti, which was nice. I said goodbye to Anil here.

Around town, some bird sightings included; Pale-breasted Thrush, Yellow-headed Caracara, Great Kiskadee, Bare-eyed Thrush, Laughing Gull, White-winged Swallow, Wattled Jacana, Black Vulture (many).

In the evening, we all dined at Klein Water Straat. We had a nice evening, and walked home in the warm evening air. It was quite an interesting day. We have to be up and out of our hotel by 1:00 am for our airport connection. I wondered; What's the point of sleeping?

DAY SEVEN: (Thursday, April 8th)
Graham White and I got a wake up call from Selwyn Gomes at 12:40 a.m. Please! We had everything packed. I had been asleep and ready in my traveling clothes. 1:15 a.m., and we're off to the

International Airport. There was a lot of construction going on to update this airport. While waiting, I snacked on a bag of Rambutan fruits from the marketplace. We arrived by 2:00 a.m., and waited out the three-hour advance check-in. BWIA flight #884 left for Piarco at 5:00 a.m. I wished this flight could have been in daylight; I would have loved to see Suriname, Guyana, and the Orinoco Delta from the air. I made it back to Tobago later that day in spite of the Easter Holiday rush. I enjoyed the trip enough to want to see more of Suriname as soon as I'm able.

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La Foret - July 26 2009

Natasha Mohammed

Club Trip



Toco is one of my favourite local tourist destinations. I love the drive there, the scent of sea spray on the wind, the contrast of bright blue skies and white, splashes of seawater along the rugged coast, the green-forested, winding, coastal roads, during the sunny days and yes, even on an overcast day like this one. Toco, for me, is Tobago, on short notice.

The members and visitors of the Trinidad and Tobago Field Naturalists' Club met at the UWI South Entrance at 6.30 a.m. and prepared for the long drive to our first destination, La Foret (French, meaning *the Forest*).

We arrived along the Galera Main road turnoff at approximately 9.00 a.m., and headed along an unpaved south-bound road to La Foret.

Half an hour later, we discovered that we had progressed too far along the road. Fortunately for some of the females of the group, though, we had the honour of relieving our bladders by sitting on the throne of an outhouse, belonging to Dr Azad Mohammed of the Engineering Department, UWI.

We arrived at La Foret at 10.00 a.m. and began our walk under gray skies. Almost immediately, Dan Jaggernauth pointed out the edible, bright yellow and red, savanna flower, *Mandevilla hirsuta*. Along both sides of the unpaved roadway, were the bright orange ornamental flowers, *Heliconia psittacorum*. Further along the trail, we noticed a monkey apple tree, *Genipa americana*, among the Cyperaceae/ *Scleria secans* (razor grass) and Graminae – a variety of grasses. As we ventured forth, we noticed a tree with the unusual, black fruits, resembling sea-urchins, *Ateiba tiribourbou*, the Tobago sandbox/mahault chardon. Interspersed with these plants were the familiar coconut palms, *Cocos nucifera*.

We arrived along the coast at Forest Point at

10.30 a.m. The dominant vegetation along this rough beach was the poisonous Manchineel, *Hippomane mancinella*. As we laboriously trudged along the sandy beach to the calmer beach of 'Paradise Lost,' we noticed stands of *Coccoloba uvifera*, the seagrape. Unfortunately, there were no ripe ones for the picking. As we continued to climb onto the rocky outcroppings, we noticed short stands of *Chrysobalanus icaco*, 'fat pork.' The numerous pink-ripe fruits were sampled. We noticed that there were also dark purple/black fruits among these shrubs, which were also avidly enjoyed.

Dan Jaggernauth focused our attention on one of the rock formations in the distance, one of our local 'London Bridges.' I had visited this calmer beach three years ago, and found that it was quite good for snorkeling, (even for non-swimmers). Perhaps, the more amazing aspect of this coast was the degree of erosion that occurred within that time period. I distinctly recalled having been able to access the area, by vehicle, a lot closer than we could have this time around.



View from Galera Lighthouse
Photo: Natasha Mohammed

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Natasha Mohammed

Club Trip



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After briefly exploring the beach, it was time to beat a hasty retreat, since the rain was threatening. Some of us came prepared to get wet (like myself) and loved every minute of our rainy return walk, while others preferred to stay dry and walked with their brollies (like Haroon Hosein, my pilot for the day).

We returned to the vehicles at 11.30 a.m. and set course for our second destination, Galera Point.

Galera Point

We arrived at Galera/Toco/Salybia Lighthouse at noon, where we conversed with Mr. Lennox Barrissa, the keeper of the lighthouse. The following information is an integration of data received from this conversation as well as with Mr. Mark Fisher, Superintendent of Lighthouses, Maritime Services Division.

- Galera Point (10°50'N, 60°55'W), 15 m high, is rocky and covered by coconut palms. Neptune Rock, awash, lies 0.5 mile East of the point and always breaks. This danger should be given a berth of at least 1 mile because the current sets strongly towards it. The point is marked by a light and the structure has been reported to be radar conspicuous. Mormacland Bank, with a least depth of 20 m, lies with its shallowest part located 3.8 miles North of Galera point. A bank, with a depth of 17 m and a detached shoal, with a depth of 13.5 m, lie 3 miles NNW and about 1 mile N, respectively, of Galera Point.
- Galera Point refers to the rocky promontory jutting out on the north-eastern most point of Trinidad. The name 'Galera' according to Michael Anthony was said to be a slight corruption of the word 'Galea' which Christopher Columbus had given to the south-eastern

point of the island. Geographers, however, mistakenly exchanged the name, i.e. Galera at the south-east of Trinidad and Galeota Point at the north-east. Thus, the north-east promontory came to be called Galera Point.

- Galera is rich in history. It was here that the tragic mass suicide of Amerindians took place in 1699. It was to this location that the Amerindians of the Mission of San Francisco de Los Arenales, fled following their revolt against Spanish domination. Relentlessly pursued by Spanish troops, they found themselves cornered at Galera Point. Fearing capture by the Spaniards, the Amerindians chose death and jumped to their watery graves. (Sister Marie Therese).
- Galera Point is also the location of two prominent historical landmarks, the Salybia/Galera Lighthouse (1897) and the abandoned Toco Airfield (1941).
- The positioning of a lighthouse at Galera was also important due to its strategic location to ships coming down the Caribbean, its close proximity to Tobago and the necessity for proper navigational guidance to those ships en route to and from Tobago. The lighthouse at Galera was commissioned in 1897, at a time when shipping provided the major form of transportation and communication to rural coastal villages around Trinidad and Tobago. At that time, the north-eastern coast of Trinidad was devoid of proper overland communication and remained inaccessible to motor vehicular traffic up to 1930. Villages like Toco, Cumana, Grande Riviere, Matelot and Blanchisseuse depended on the operation of the Round the Island Coastal Steamer Service and later on the 'SS Belize' for transportation and communication with the rest of the island.

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Club Trip



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Therefore, the erection of a lighthouse at Galera Point was a major milestone in the development of proper navigational facilities on the north-eastern coast of Trinidad.

- In March, 1897, under the direction of the Harbour Master, Captain James B. Saunders, work began on the construction of what was to be called Galera Point Lighthouse. The mechanism for rotating this barrel-shaped lantern was very much like that of a cuckoo-clock. A lead weight (50lbs) was winched up to the top of a shaft. When released, it would take 12 - 14 hours to reach the bottom, because its speed was controlled by a "governor". (Anon, 1983).
- On 1st November 1897, the Galera Point Lighthouse was officially opened and its first light exhibited. (Council Paper, 1898).
- The Lighthouse was built in the year of the commemoration of Queen Victoria's 50th year on the British throne. The lighthouse was to be manned by a keeper and his assistant. The very first keeper was Mr. Pierre and he was assisted by Mr. Serrett. (The Port of Spain Gazette, 1897). The men lived next to the lighthouse in specially built quarters since the nearest village, Toco, was approximately two miles away.
- In the late 1950's the original lantern was removed. Its optical apparatus was sent to Tobago, converted and installed on the lighthouse at Fort King George, Scarborough. (Engraving on Lighthouse). A smaller automatic blinking light was then installed at Galera. This substitution of the original rotating lantern for the blinking light was said to be responsible for two ocean vessels running aground, since this change was not indicated on their charts.

- By 1892, all the original keepers' houses had been stripped and had fallen into neglect. The entire area was in a dreadful run down state. In September 1984, as part of the upgrading of lighthouse facilities, the Harbour Master's Division erected an eight-meter long derrick, with a brighter beacon light on top of the existing lighthouse. The system was modernized and made automatic. The light therefore, now comes on automatically at dusk. A concrete building was built to house the generator, which charges the batteries that power the light. The area was also fenced. This new beacon light covers a radius of 16 nautical miles and reaches an elevation of 43 meters. The character of this light is 6 seconds on/6seconds off. Today, the lighthouse is still in operation and is fully manned on a 24 hour basis, providing guidance to ships in the night. It is manned by two workers, each operating a seven day shift.

Although the lighthouse is a historical landmark, it is also a navigational aid, even in a technology-based age, when naval vessels are equipped with GPS (Global Positioning Systems), sonar, radar and electronic charts.

The Abandoned Toco Airfield

- Two hundred feet to the west of the Galera Lighthouse lies the abandoned Toco Airfield. This airstrip was built in 1941 during World War II, by the Royal Navy Fleet Air Arm. It was constructed primarily to serve as an emergency landing strip for light aircrafts during World War II. However, it was frequently used as a short field training runway for training pilots. This airfield was described as "unique in the world of Aviation", (Airports Authority, 1963) for it was said to be "one of the few flying fields that described a curve". It

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was 1500 feet (457.3 m) long and ran directly towards the lighthouse, then curved gently to the right to avoid the said structure.

- Although it was intended for light aircrafts and training planes, a heavy B24 Liberator bomber was forced to make an emergency landing on it in 1943. Unable to take off from this short runway, the B24 Liberator had to be dismantled and transported overland to Wallerfield Airfield. After the war, the Toco Airfield was maintained by a detachment of the Royal Navy and continued to be used as an emergency landing strip between Trinidad and Tobago until the 1970's.
- In 1983, fearing its use as a landing site by American troops during the Grenada Invasion and to avoid its utilization for any clandestine illegal activities, the Government ordered trenches dug across the field. This rendered the Toco Airfield useless and today it is now abandoned and overgrown by bushes.



Marine diversity

Small whales; Black-tip sharks (ferocious and abundant), sport fish: grand e'caille (pelagic/surface dwelling), marlin; carite, cavali, red fish, giant groupers (400-500 lbs; once they become heavier than 150 lbs they may be contaminated by mercury due to bioaccumulation and may lead to toxicity if consumed); pargue; barracuda; lobsters; pacro (chiton).

During the course of research for this article, it was noted that neither the Chaguaramas Military

and Aviation Museum nor the National Museum at Port-of-Spain nor NALIS, housed records of our lighthouses. Mr. Fisher of Maritime Services Division also indicated that some of their data was destroyed by fire in 1978, but willingly furnished copies of the little he had, to us. Unfortunately, proper citation for the literature provided was not possible. Gratitude and apologies to those who contributed in any way to these publications and whose names remain "Anonymous".

Some of us may recall that a ferry from Toco to Scarborough was proposed in 1999. This was met with fiery protests from the residents of Toco, who established themselves into Stakeholders Against Destruction for Toco (SAD) in 2000. Needless to say, they were successful in presenting their arguments in favour of protecting their environment and persuading the Government of the day, to officially cancel their plans.

SAD and the St David's Cultural Committee are two community-based groups who have alternative plans for sustainable development projects in Toco. One of SAD's future projects is the Development of the Galera Nature and Heritage Park. [http://](http://www.toco.interconnection.org/history.htm)

www.toco.interconnection.org/history.htm

Perhaps, when these plans become a reality, a visitor information centre, bathroom and changing facilities and souvenir/gift shops may become reality.

I thoroughly enjoyed the field trip, as I do with all

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Natasha Mohammed

Club Trip



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the Club's trips. I embrace the opportunity to learn and have fun in the natural environment. I was perhaps the only one of the group to venture into the salty waters I love so much, on an over-cast day like this, after being thoroughly soaked in the rain. I could not get this far...to my heaven on earth and not go in for a swim!

I enjoyed doing the research for this report, the making of a new friendship and the renewal of old ones.

the National Herbarium, for the plant identifications/taxonomy, Mr. Mark Fisher of the Maritime Services Division, Ministry of Works and Transport, Mr. Lennox Barrissa, keeper on-duty at the Galera Point Lighthouse on 26.07.09, Mr. Haroon Hosein, for his safe driving skills, Mrs. Sharon Arrindell (of my alma mater) for her willingness to share of her family photos, Mr. Richard Thomas, for his navigational skills in Port-of-Spain, eagerness to learn, ready-laughter, spontaneity and adventure in assisting in this report and to God for granting us good health and wisdom to be naturalists.

Acknowledgements

My deepest gratitude to Mr. Winston Johnson of

References

1	Airports Authority of Trinidad	1963	The History of Aviation in Trinidad and Tobago 1913-1962. Page 79.
2	Anonymous	1898	Council Paper 136 . Warden's report for the ward of Toco for 1897.
3	Anonymous	1983	Information from Harbour Master's Office.
4	Anonymous	1898	Council Paper 82 of 1898. Annual Report of the Harbour Master for 1897.
5	Anonymous	1897	The Port of Spain Gazette. October 28, 1897. Page 3.
6	Anonymous		Engraved plaques on Fort King George Lighthouse, Scarborough, Tobago.
7	Anthony, Michael		Towns and villages of Trinidad and Tobago. Page 321.
8	Fisher, Mark	2009	Conversation with the Superintendent of Maritime Services Division, Ministry
9	Maritime Services Division	2008	Profile. Safer shipping, cleaner oceans.
10	Sister Marie Therese		Parish Beat. Page 47.
	Internet sites:		
11	http://www.google.tt/search?rlz=1C1_____enTT307TT310&sourceid=chrome&ie=UTF-8&q=http://~rowlett/lighthouse/photos/		
12	http://www.unc.edu/~rowlett/lighthouse/tto.htm (31.07.09)		
13	http://www.toco.interconnection.org/history.htm (31.07.09)		



Management Notices

New members; Volunteers; Publications

Management Notices



New and Returning Members

The Club warmly welcomes the following new members:

Ordinary members: *Sarita Emmanuel, Eddison Baptiste, David M. Hughes, Brent Plater, Jean Patricia Elie, Gerald Williams, Louis and Anna Maria de Meillac, Sarah Harris, David Fojo Mark Robinson, Cyril Coomansingh, Rattan Boodram, Angelle Boullard-Roberts*

New Website

The Club has transferred to a new domain name and email address. The change allows us more space and greater control to reach out to the public and stay in touch with members.

Website: www.ttfnc.org

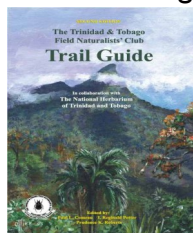
Email: admin@ttfnc.org



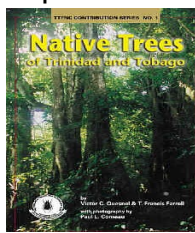
<http://www.facebook.com/pages/Trinidad-Tobago-Field-Naturalists-Club/68651412196?v=info>

PUBLICATIONS

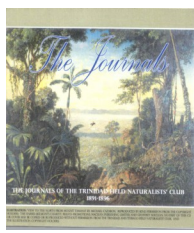
The following Club publications are available to members and non-members:



The TTFNC
Trail Guide
Members =
TT\$200.00



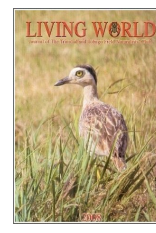
The Native
Trees of T&T
2nd Edition
Members =
TT\$100.00



Living world
Journal 1892-
1896 CD
Members =
TT\$175.00



Living World Journal 2008
Living World Journal back issues
Members price = free



MISCELLANEOUS

The Greenhall Trust

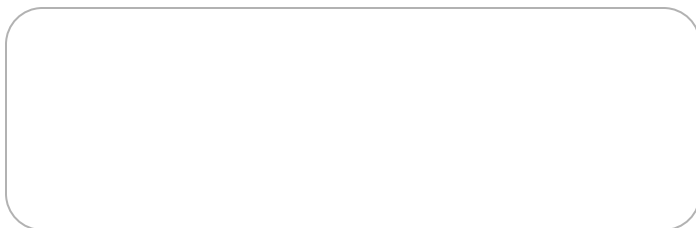
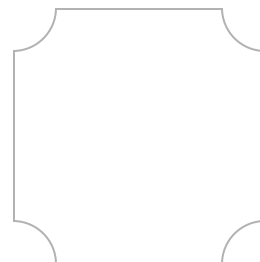
Started in 2005, in memory of Elizabeth and Arthur Greenhall, dedicated artist and zoologist respectively, the Trust offers financial assistance to aspiring artists and biologists (in areas of flora and fauna) in Trinidad and Tobago. Full details are available on their website: <http://www.greenhallstrust-wi.org/link.htm>

Club Polo Jerseys

Available Sizes: medium

Colours: Kahki and green

Costs: TT\$50.00



NOTES TO CONTRIBUTORS

Guidelines for Articles and Field trip reports:

Contributors and authors are asked to take note of the following guidelines when submitting articles for inclusion in the newsletter

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- | | | |
|---|-----------------|---|
| 1 | Font Type: | <ul style="list-style-type: none">• Times New Roman |
| 2 | Font Size: | <ul style="list-style-type: none">• 12 point |
| 3 | Maximum Length: | <ul style="list-style-type: none">• 1,750 words (approx. 3 pages unformatted) |
| 4 | Content | <ul style="list-style-type: none">• Field trip reports should include a separate table listing the scientific names, common names and families of plants and animals already identified within the body of the report. |
| 5 | Photographs | <ul style="list-style-type: none">• Provide images in the following format JPEG, BMP, PICT, TIFF, GIF• Images <u>must</u> not be embedded into the word processing files.• Information on the image content including names of individuals shown <u>must</u> be provided. |
| 6 | Format | <ul style="list-style-type: none">• Acceptable formats for electronic submissions are doc and txt. |
| 7 | Deadline | <ul style="list-style-type: none">• All articles <u>must</u> reach the editor by the ninth week of each quarter.• Submission deadline for the 1st Quarter 2010 issue: March 12 2010. |
| 8 | Email | <ul style="list-style-type: none">• Electronic copies can be submitted to the editor at admin@ttfnc.org• Include the code QB2010-I in the email subject label. |
| 9 | Hard copies | <ul style="list-style-type: none">• Hard copies can be delivered to the editor or any member of the Management Committee. |
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