

the bottom surface of the bay or to foul the waters with displaced bottom material. Zoned limits for sailing within the limits of the marine water of the National Park should be established (see map of land-use). Ideally there should be no sailing except by one access line to the island. Aircraft and helicopters should not be permitted to enter the National Park area.

ROADS AND TRAILS

Immediately stop all road construction and eliminate existing roads not included in planned program. All roads that are constructed or eliminated from the island should be approved by headquarters and personally supervised by the Park Naturalist who in turn should be governed by the result of investigations of the necessity and biological requirements of the island. All roads should be (except at Caneel Bay) one way and for unlimited use in presenting to the observer the various and representative biotic and geological areas of the island and in placing the observer at vantage points in the field. The physical nature of the island does not permit standard roads (two lanes) and even in those areas where standard roads could be developed, it would not be desirable to construct this type of road. Roads most suitable are single narrow-laned (driveway type) roads with complete overhead canopy of trees. In no case should a road be constructed where canopy is lacking. This condition eliminates roadside succession of plants and obscures the position of the road from other vantage points or from other points surrounding the island. The road should be of the type of paving that will permit trees to grow to the edge of the road and colored to blend with the flora. The grade of road should be consistent with safe travel and should be constructed with road character of random curves, bends and fewer straight sections. Water drainage from the road should be released from side of road at frequent intervals to eliminate erosional gullies