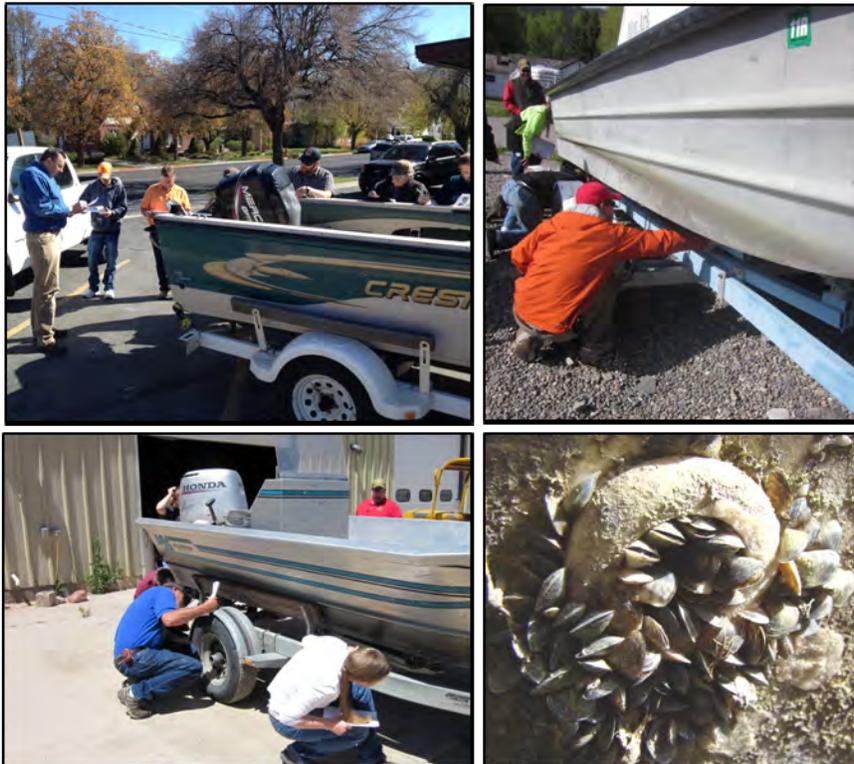


STATE OF WYOMING AQUATIC INVASIVE SPECIES WATERCRAFT INSPECTION MANUAL



Conserving Wildlife – Serving People

Revised 2016

This manual was originally adapted for Wyoming in 2010 from the Colorado Department of Natural Resources “Aquatic Nuisance Species (ANS) Watercraft Inspection Handbook” and the Colorado Parks and Wildlife “Aquatic Nuisance Species (ANS) Watercraft Decontamination Manual” and has been modified annually.

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What are Aquatic Invasive Species (AIS)?

“Aquatic invasive species means exotic or nonnative aquatic organisms that have been determined by the Commission to pose a significant threat to the aquatic resources, water supplies or water infrastructure of the state” as stated in the 2010 Wyoming Aquatic Invasive Species Act.

Aquatic invasive species (AIS) are also called aquatic nuisance species, nonnative species, exotic species, non-indigenous species, weeds, or pests. They can be plants, such as hydrilla or Eurasian watermilfoil, or animals such as zebra and quagga mussels or rusty crayfish. Invasive aquatic plants have adapted to living in, on, or next to water, and can grow either submerged or partially submerged in water. Invasive aquatic animals require a watery habitat, but do not necessarily have to live entirely in water.

Aquatic invasive species threaten native species and interfere with recreation, aquatic food webs, municipal, commercial, and agricultural water supply and distribution. In their native environments, invasive species are typically held in check and controlled by predators, parasites, pathogens, or competitors. However, when they are transported to a new environment, the natural checks are usually left behind, giving invasive species an advantage over native species and making them very difficult, if not impossible, to control.

What is the purpose of this AIS manual?

This manual outlines standard watercraft inspection procedures to be followed by authorized AIS inspectors to prevent the spread of AIS into and within Wyoming. While this manual emphasizes the two most threatening AIS to Wyoming, zebra and quagga mussels, the procedures apply to all AIS. The procedures in this manual apply to watercraft of any and all kinds. It includes motors, trailers, compartments and any other associated equipment or containers that routinely or reasonably could be expected to contain or have come in contact with water.

What are zebra and quagga mussels?

Zebra and quagga mussels are freshwater bivalve mollusks (animals with two shells). It is very difficult to tell the two species apart in the field. The shell color of both mussels varies from a yellowish to darker brown, often forming stripes. Larvae are microscopic whereas adults can reach up to two inches long. The zebra mussel is nearly triangular in shape and the quagga mussel is more rounded. Unlike native North American freshwater mussels, which burrow in soft sediment, adult zebra and quagga mussels can attach to hard surfaces using small byssal threads.

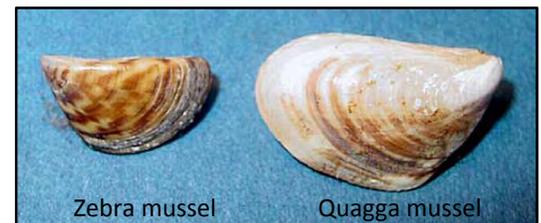


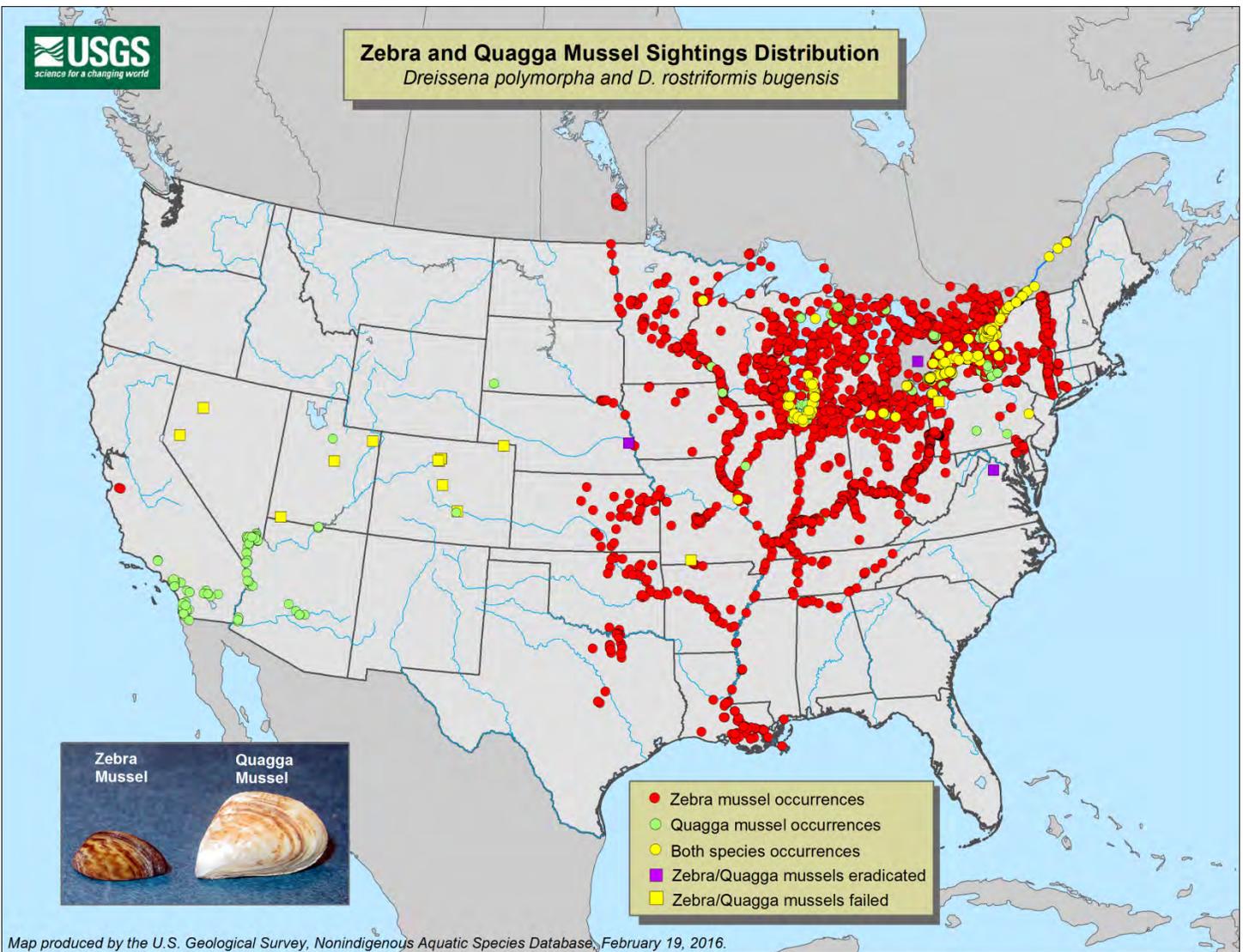
Photo by USGS

Both zebra and quagga mussels can survive cold waters, but cannot tolerate freezing. They can endure temperatures between 33° F and 86° F (1° and 30°C). Zebra mussels need temperatures above 54° F (12°C) to reproduce while quagga mussels can reproduce in waters as cold as 48° F (9°C). The embryos are microscopic. The larvae, called veligers, are planktonic and free-floating. The veligers float in the water column or are carried in the current for about four to eight weeks. The larvae develop shells and settle onto any solid surface, including the skin or shells of native aquatic species. Zebra mussels are native to the Black and Caspian Seas. They were discovered in the Great Lakes in 1988 and have since spread to 34 states in the United States. Quagga mussels are native to the Dnieper River Drainage in the Ukraine, and were first found in the Great Lakes in 1989.

How did the mussels get to North America?

Zebra and quagga mussels were likely introduced into the Great Lakes in the discharged ballast water of ocean-going ships. They likely made their way to the western United States on trailered watercraft. Invasive mussels are now currently found in most of the eastern states, and some western states, such as Colorado, Utah, Nebraska, California, Arizona, and Nevada. The U.S. Geological Survey (USGS) updates an occurrence map for both species at <http://nas.er.usgs.gov/taxgroup/mollusks/zebramussel/>.

Aquatic invasive species often hitch rides to other bodies of water on boats, trailers, and equipment that people transport from place to place. Boaters and anglers can inadvertently transport AIS on waders and in bait buckets and live wells.



Why should we be concerned about zebra and quagga mussels?

Zebra and quagga mussels pose a great ecological and economic threat to the state. The invasion of these mussels can affect every Wyoming water user in some way. The impacts could be devastating.

They grow and reproduce quickly.

Zebra and quagga mussels reproduce *exponentially*. They can spawn year-round if conditions are favorable. A single female mussel can produce up to one million eggs a year. Even if only ten percent of the offspring survive, there would be 10 septillion mussels in the waterway at the end of five years! As the mussel population explodes, they cover the bottom and sides of the waterway.



Photo by Craig Czarnecki

They clog water infrastructure, impacting water supply and quality.

Zebra and quagga mussels can attach via byssal threads to hard surfaces. They attach to most underwater structures and can form dense clusters that impair facilities and impede the flow of water. They clog intake pipes and trash screens, canals, aqueducts, and dams—disrupting water supplies to homes, farms, factories, and power plants. Zebra and quagga mussels filter water which leads to increased clarity. However, over time the increased clarity can encourage plant growth which later leads to degraded water quality and can alter the taste and smell of drinking water.

They have significant ecological impacts.

Invasive species have the ability to change aquatic ecosystems and native plant and animal communities. The amount of food the mussels eat and the waste they produce has life-altering effects on the ecosystem and can harm fisheries. As filter feeders, these species remove large amounts of microscopic plants and animals that form the base of the food chain, leaving little or nothing for native aquatic species. Zebra mussels attach to and encrust native organisms, essentially smothering them and removing more animals from the food chain.



Photo by Ontario Ministry of Natural Resources



They have recreational impacts.

These mussels encrust docks and boats. Attached mussels increase drag on boats. Small mussels can get into engine cooling systems causing overheating and damage. Increased hull and motor fouling will result in increased maintenance and operating costs on watercraft moored for long periods of time. The weight of attached mussels can sink navigational buoys. Zebra and quagga mussels also impact fish populations and reduce sport-fishing opportunities. Their sharp shells can cut the feet of unsuspecting swimmers and beach goers.

They have substantial economic impacts.

As maintenance costs for power plants, water treatment facilities and water delivery infrastructures increase, so does the cost of food and utilities. In the Great Lakes area, maintenance costs in water treatment plants, power plant intakes and dams have been in the billions of dollars. The destruction of sport and commercial fisheries also has a wider economic impact in terms of lost tourism and recreation dollars. Estimated annual costs for mussel control in western states are \$1 million per large hydropower facility and \$40,000 per municipal water supply system.

They are very difficult to eliminate.

In only two instances have managers been able to eradicate zebra mussels. In Virginia, a large volume of chemical was used to treat a small, unconnected pond to kill the adults and larvae. Managers in Nebraska drained Lake Zorinsky, a 255 acre public lake, for a year, allowing the winter temperatures to freeze out the zebra mussels. Eradicating or treating zebra or quagga mussels in large water bodies or connected waterways is not likely, so prevention is critical.

Researchers continue to try to find ways to eradicate or control zebra and quagga mussels. Zequanox® is a product developed by Marrone Bio Innovations and has proven effective at controlling zebra and quagga mussels in closed systems. Testing is ongoing to determine the products effectiveness and safety in open water.

They spread quickly to other water bodies.

Mussels can spread to other bodies of water by attaching to watercraft hulls, anchors, trailers and fishing equipment. They can live up to 30 days out of the water depending on local conditions which allows them to be transported long distances. Larvae can be transported in bilge water, ballast water, and live-wells. Mussel larvae also disperse naturally and can be carried downstream or through water diversions to other lakes and reservoirs.

What can we do?

Educating the public is your most important task.

As an AIS inspector you are the first line of defense against these threats. Your most important task is educating the public. Many lakes and reservoirs in the state will not have inspections, therefore it is essential that you:

- 1—Show boaters how to inspect their watercraft themselves.
- 2—Explain why inspection is critical to find mussels and other AIS.
- 3—Impress on the boater how zebra and quagga mussels damage boats, ruin fishing opportunities, harm the environment and impair water infrastructure.

You need to drive home the primary education message to **DRAIN-CLEAN-DRY** and explain why boaters need to do it **each time** they use their watercraft. If watercraft are drained, cleaned, and dried in between waters, AIS are unlikely to be moved to another water.

Frequently Asked Questions (FAQs)

Many boaters have heard about zebra and quagga mussels and the Wyoming AIS program. The boating public is more likely to comply with and be supportive of the inspection program if they understand how important it is to control these species. That is why **education is the most important component of your efforts** as an AIS inspector. When visitors realize the inspection takes little time and protects Wyoming's waters, they are more likely to comply. You may be asked many questions during the short time you are interacting with boaters during the inspection. Additional AIS information can be found at: wgfd.wyo.gov/AIS.



Here are some of the most frequently asked questions:

What are Aquatic Invasive Species?

Aquatic invasive species are non-native organisms that can cause significant harm to an ecosystem when introduced. Aquatic invasive species such as quagga mussels and zebra mussels are small organisms that could have huge impacts for Wyoming's waters, boaters, and anglers. They can ruin fisheries, clog cooling systems in motorboats, foul hulls, and ruin equipment.

What is a quagga or zebra mussel?

Both are closely related, invasive, freshwater bivalve mollusk species that encrust hard surfaces.

What do quagga and zebra mussels look like?

Quagga and zebra mussels are commonly called 'bivalves,' meaning they have two hinged shells (or valves). Shell color and patterns vary from a dark striped pattern, to a light tan shell with zig-zag stripes, to completely brown or light colored with little striping. These mussels have byssal threads, which allow them to attach to hard surfaces such as boats. Quagga and zebra mussel larvae, or "veligers", are microscopic organisms which float freely in the water. Adults may grow to be up to two inches long. As adults they are usually found in clusters and may live 4 to 5 years.

How did quagga and zebra mussels get to North America?

These mussels were first discovered in Lake St. Clair, Michigan, in 1988. It is believed they were transported to North America in ballast water of large vessels from Europe. Since becoming established in the Great Lakes, they have primarily been transported downstream through water currents and transported over land on trailered boats.

Are quagga and zebra mussels in Wyoming?

These organisms have not been documented in Wyoming, but are present in several bordering states such as Utah, Colorado, South Dakota, and Nebraska. You can help protect Wyoming's waters by making sure you "Drain, Clean and Dry", and by supporting efforts to prevent their introduction into Wyoming

Does Wyoming have any aquatic invasive species?

Yes. There are several AIS in Wyoming, such as New Zealand mudsnails, Asian clam, rusty crayfish, and curly pondweed. These species may cause harm to aquatic ecosystems in Wyoming and it is critical that we prevent them from spreading to new waters. For more information see pages 23-26 in the manual.

What are the potential impacts if quagga and zebra mussels become introduced into Wyoming?

If you use water or electricity, you do not want invasive mussels introduced into our state's waters. These species can have widespread impacts on power plants, municipalities, irrigation systems, and other water users. Congressional researchers have estimated that the zebra mussel has cost businesses and communities over \$5 billion since their initial invasion and cost power companies alone over \$3 billion, according to the Virginia Department of Game and Inland Fisheries. They impede water delivery and increase maintenance costs by clogging pipes, pumps, turbines, and filtration systems--costs that are all passed on to the consumer. Fisheries are destroyed by the presence of these invasive filter-feeding mussels. Quagga and zebra mussels remove plankton from the water. They also affect algae species, resulting in a shortage of food sources to native species of freshwater mussels and fish.

What can I do to prevent the introduction of AIS into Wyoming?

Boaters should follow these three simple steps before launching or leaving a body of water:

- **DRAIN** all water from your watercraft including the ballast, bilge, live-well and motor.
- **CLEAN** all plants, mud and debris from equipment and watercraft. Flush all interior compartments and inboard motors.
- **DRY** your watercraft and equipment before launching in a new body of water. Dry your watercraft for 5 days in the summer, 18 days in the spring or fall, or 3 days at freezing temperatures.

Is it mandatory to get my watercraft inspected?

During all times of the year, if your watercraft has been on a high risk water (a water known or suspected to be positive for zebra or quagga mussels) within the last 30 days you are required to have your watercraft inspected prior to launching in Wyoming. Also, if you are transporting a watercraft into Wyoming from out of state from March 1 through November 30, you are required to have your watercraft inspected prior to launching in Wyoming. Additionally, if an authorized inspector determines an inspection is warranted, then an inspection is required prior to launching the watercraft. If you encounter an open check station on your route of travel, you must stop and will be required to undergo an inspection, or show proof of a previous inspection.

How do I know if a water is positive for AIS?

Review the list of high risk waters across the U.S. on the WGFD website (also on page 32 of this manual). Additionally, waters positive for AIS are often posted at boat ramps and launches. If boating out of state, consider reviewing the water's agency website for information or asking for information during your visit. If you are ever in doubt, schedule an inspection in Wyoming before you launch.

What is a watercraft inspection?

During a watercraft inspection, an authorized inspector will ask a few questions to determine the risk your watercraft poses of transporting AIS. If the watercraft is deemed low risk, the watercraft owner will be provided informational materials, the watercraft will be briefly inspected, and allowed to launch. A watercraft deemed high risk will need to undergo a more thorough inspection. High-risk watercraft may include those last operated on a high risk water, in a state with high risk waters, or watercraft with a large amount of standing water which could harbor larval mussels or other AIS.

Where can I go to get a watercraft inspected?

Watercraft inspections will be conducted at border check stations including port of entries and visitor centers throughout the summer (April – September). Additionally, watercraft inspections will be conducted at major waters throughout Wyoming on a rotating basis. Wyoming Game and Fish Department regional offices, private certified inspection locations, and private inspectors can also provide inspections by appointment. A list of locations and hours of operation for watercraft inspections are listed on the WGFD website.

How long will an inspection take?

A standard inspection will take 2-3 minutes. A high risk inspection is more thorough and may take 5-30 minutes depending on the type and size of watercraft.

What can I do to ensure I don't transport AIS and make my inspection quicker?

Before and after you launch in Wyoming, make sure you follow the Drain, Clean, and Dry procedure. Transporting a clean and dry watercraft will allow you to quickly move through the inspection process. One tip, leave the bilge plug out until you reach the boat ramp to allow your boat to drain thoroughly.

What is a watercraft “seal”?

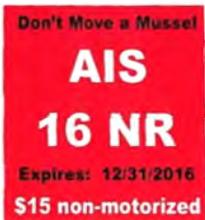
Wyoming authorized AIS inspectors may apply a seal to watercraft after it has been inspected or decontaminated. A seal will expedite the next launch for a boater when applied after an inspection, and will serve to document an inspection or decontamination.

What happens if my watercraft needs to be decontaminated?

An authorized decontaminator will spray the exterior and flush the interior compartments with scalding (120°F to 140°F) water to remove and kill any AIS that may be on the watercraft. After decontamination, the watercraft will be inspected again to ensure the decontamination was successful. Watercraft that are found to harbor AIS may require a quarantine period to kill any AIS not killed during a decontamination.

Can I disinfect my watercraft using bleach or other chemicals?

No. Hot water or drying are the only approved watercraft decontamination methods in Wyoming. Chemicals, such as bleach, have not been proven to be effective in removing all AIS and may damage your watercraft and equipment.



What will the AIS decal fees be used for?

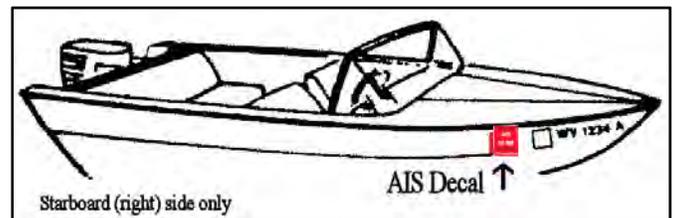
Fees collected for the decal will help fund the AIS program in Wyoming. These fees assist in providing programs to educate the public about AIS and prevention efforts to keep AIS from being introduced into Wyoming such as watercraft inspections, enforcement, and implementation of AIS regulations.

Why are only boaters being charged for the decal?

Watercraft are the primary means that AIS, especially zebra and quagga mussels, are transported and therefore are the greatest risk for spreading AIS to and within Wyoming. We do not yet have any confirmed waters with invasive mussels, but waters could have mussels in them before we can detect them. So, all watercraft present a risk for transporting AIS. It is very important for all boaters, even those only boating in Wyoming, to follow the Drain, Clean, and Dry protocol. In addition to decal sales, the Wyoming legislature appropriates general fund monies to fund AIS prevention activities – this money is paid by all Wyoming residents to help protect our waters.

Where do I place the decal on my watercraft?

Owners or operators of motorized watercraft required to purchase an AIS decal should display the decal on the starboard (right) side of the bow, six inches left of and directly in line with the watercraft registration decal. For non-motorized watercraft, AIS decals should be displayed on the bow in such a manner that the decal is visible when the watercraft is underway.



Does the decal indicate a watercraft has been inspected?

No, a decal is not proof a watercraft has been inspected. The decal is a funding mechanism for the AIS program. An inspection is not required in order to get a decal.

How long are AIS decals valid for?

Decals are valid for the calendar year; they will expire on December 31 of year purchased.

What is the fee structure for the decal?

Motorized watercraft registered in Wyoming = \$10 AIS decal (Can be purchased for 3 years for \$30)

Motorized watercraft registered in any other state = \$30 AIS decal

Non-motorized watercraft owned by a Wyoming resident = \$5 AIS decal

Non-motorized watercraft owned by a nonresident = \$15 AIS decal

Non-motorized inflatable watercraft 10 feet in length and under are exempt from the decal requirement.

Owners of multiple non-motorized watercraft may transfer valid decals between their own non-motorized watercraft. However, each non-motorized watercraft shall display a valid decal while in contact with any water of the state.

What information is needed to purchase a decal?

A boater will need to know the make, model, type (canoe, motor boat, kayak, etc), year and length of their watercraft. The boat is not required to be registered in order to purchase a decal, although if it is, the boater will need to know the registration number. They will also need an ID or at least know the information needed to look up or create an account with WGFD. An AIS inspection is not needed to get a decal.

What are the AIS Requirements for Yellowstone National Park?

Prior to being issued a boat permit and launching into any of Yellowstone's waters, all boats (including float tubes) are required to be inspected for AIS. If the boat is used outside of Yellowstone after it has been inspected, the boat will need to be re-inspected. As a precaution, any type of watercraft suspected of harboring AIS will be subject to a non-chemical decontamination treatment. There is no fee for the inspection or decontamination.

What types of inspections will I do?

You will be doing two types of inspections depending upon the situation. Each type of inspection will be described in detail later in this manual.

Standard Inspection - This inspection procedure applies to **all watercraft** before **entering** the water. The procedure should take about two to three minutes.

High Risk Inspection - This protocol is used on watercraft found to be a high risk for transporting AIS because of use in a high risk water (a water positive for mussels or other AIS), or use in a state with known high risk waters and standing water in the watercraft. This is intended to be a very thorough inspection that may take 10 to 30 minutes depending on the type and size of the watercraft.

What are my priorities as an AIS inspector?

As an AIS inspector, you need to do **five** things:

1. Ensure Personal and Public Safety

Your safety and the safety of the boating public is your top priority at all times. Many vehicles and people will be moving around the inspection area. People will be looking under wheels and through watercraft. You will need to make sure all efforts are made to ensure the safety of everyone involved.

2. Educate Boaters



Every contact you make with boaters must educate them about the importance of controlling AIS. Boaters must realize AIS are spread by their actions (or inaction). They must understand they have a lot to lose, in terms of access and recreational opportunities, if they do not help in this effort.

The primary education message is **Drain – Clean – Dry**

Drain—All water must be drained from the watercraft. This includes any water in the ballast, bilge, live-well, bait well, storage compartments, deck, water delivery systems, cooler, trailer, engine, or any equipment.

Clean—There should be no visible signs of AIS or attached vegetation, dirt, mud, debris or surface deposits on any part of the watercraft or equipment.

Dry—There should be no visible sign of standing water or wetness on or in the watercraft, trailer, engine, or equipment. Dry it using a towel or sponge. Allow watercraft or equipment to dry for 5 days in the summer, for 18 days in the spring/fall or for 3 days in freezing temperatures. Leave wet compartments open to dry.

When educating **stay positive!** A polite positive approach can be the difference between a pleasant and productive contact and an adversarial encounter. Find something to compliment the boat owner about. Have an understanding of the waters in the area, and offer that information (camping opportunities, local weather forecast, fish species present, how the fishing has been recently, etc).

3. Perform Standard Inspections

Perform inspections the same way each time and be thorough enough to assess the risk of all watercraft. The *Standard Inspection Checklist* (page 13) should help you move through each watercraft efficiently.

4. Identify High Risk Watercraft and Perform High Risk Inspections if Necessary

If a watercraft is determined to be high risk, you will need to conduct a more thorough High Risk Inspection

5. Contact Wyoming Game and Fish Department (WGFD) if Decontamination is Required

If you find evidence of mussels, other AIS, high risk standing water, or find reason to believe the watercraft may have AIS, the watercraft must be decontaminated. First, you must call the Regional AIS Specialist, if they are not available call the closest WGFD Regional Office, so that decontamination of the watercraft can be arranged with the boat owner.

Law enforcement may determine that **quarantine** of a watercraft is necessary if:

1. The owner refuses decontamination and the watercraft must be quarantined to allow dry time to kill AIS.
2. Live juvenile or adult mussels are found during an inspection-in this case the watercraft should be decontaminated and then quarantined for the allotted dry time to ensure any mussels not killed during the decontamination will be killed with drying during quarantine

Which watercraft poses the highest risk for transporting mussels and other AIS?

While all watercraft and floating devices (including their contents, motors, anchors, wells, trailers, and other associated equipment) have the potential to transport AIS, watercraft moored at marinas pose the highest risk, especially commercially hauled watercraft. Mooring of watercraft (in excess of 24 hours) provides greater opportunity for mussels and other AIS to attach to watercraft. Non-motorized watercraft have lower biological risk but can still transport AIS and must be inspected. Pets and personal equipment such as waders, fishing gear, and decoys usually pose very low biological risk for mussels. However, there is still a high possibility pets and equipment will transport other AIS, such as New Zealand mudsnails. Educate the public to clean and dry personal equipment and pets, especially if leaving an infested body of water.



Different risk levels will require different inspection procedures:

Watercraft Type	Risk Level
House Boats Cabin Cruisers	High Biological Risk—Requires thorough inspection
Ski Boats with Ballast Tanks Large Open Boats Sail Boats Wakeboard Boats	Medium to High Biological Risk—May need high risk inspection. Verify that no mussels or other AIS can be found on hull, engine, or trailer and that ballast, bilge, and live-wells are drained. There should be no mud or plants on the watercraft, trailer or equipment.
Smaller Open Boats with outboard motors (no live-wells, no bilge tanks) Personal watercraft (PWC, Jet Skis)	Medium Biological Risk – Inspect the hull, trailer and interior of the watercraft. There should be no mud or plants on the watercraft, trailer or equipment.
Non-motorized watercraft: Canoes, Kayaks, Rafts, Drift Boats	Low Biological Risk—Ensure the watercraft are Drain, Clean, and Dry. Educate the public to clean and dry between launches. If the watercraft are very dirty, request that they be cleaned prior to launch.

What equipment do I need for inspections?

Equipment necessary to perform watercraft inspections will be provided to you by the WGFD.

Where should inspection stations be located?

Ideally, AIS inspections and draining of watercraft should be located in the same general area. The location should be far enough from the water or boat ramp that drained bilge/ballast/well water cannot flow into the water body.

What is the protocol for Standard AIS Inspections?

A standard inspection is the minimum inspection required for all watercraft. This is the most common type of inspection that will be conducted. The procedure will take two to three minutes. The *Standard AIS Inspection Checklist* provided in this manual (page 13) is not a required form to fill out, but will assist you in performing the inspection quickly and efficiently. **You must complete an inspection receipt (page 15) for every inspection. Keep the top (white) copy for your records, and provide the boater with the bottom (yellow) copy. Submit your inspection receipt booklets with the white copies to the AIS Specialist in your Region by December 15th.**



Initiate Contact

The importance of education cannot be overemphasized. Not every reservoir or lake in Wyoming will have AIS check stations, so it is **essential to show boaters how to inspect their own watercraft** and explain *why* we are doing this. Impress on the boater how AIS damage boats, gear, fisheries, and water infrastructure. Provide brochures or other information. Share the primary education message, **Drain-Clean-Dry**, and explain why it is important to always keep their watercraft and gear drained, clean, and dry. **Emphasize to boaters that they will need to empty all water (bilge, ballast, live-well) from their watercraft when they leave a water.**

Ensure Personal and Public Safety

You **must** ask the driver to turn off the engine, put on the parking brake and step out of the vehicle. You will have to climb on the watercraft and look under the trailer, so take precaution and ensure personal and public safety.

Initial Assessment

In order to speed up the inspection process for boaters we are using a wire seal system (page 14). When a watercraft is inspected at an off-water location (i.e. border check station, WGFD regional office, or private certified inspection location) an inspector **must** apply a wire seal and provide the boater with a seal receipt to document the inspection. The next time the boater launches, the inspector should check that the seal is intact, that the receipt is valid, and allow the boat to proceed with no further inspection. A seal will also be placed on a boat after decontamination if the boat is not launching immediately after.



Determine Risk Factors

You will need to determine if the watercraft you inspect presents a high risk. You will be able to move low risk watercraft through an inspection very quickly. Situations that pose higher risk include watercraft that have been in high risk waters, watercraft coming from a state with known high risk waters, watercraft with standing water, or watercraft that show a lot of dirt and grime below the watercraft's waterline. If you determine that you have a high risk watercraft, you will need to proceed with the High Risk Inspection protocol (page 17). If the watercraft is low risk, continue with the Standard Inspection protocol.

Rapid Exterior Inspection

Again, it is important to explain what you are looking for and educate boaters so that they can inspect their own watercraft. It is important to start and end the inspection at the same place on each watercraft. Look the watercraft over and feel the hull with the owner. Both you and the owner should feel the ridges, seams, and recessed bolts of the craft. The young mussels may feel like bumps or sandpaper on the craft. If you or the owner feels a rough spot, look for attached mussels. Carefully check the rear of the watercraft, including intakes, upper and lower motor areas, and the propeller. Ask to see the anchor(s) and inspect thoroughly for mud and plants. Trailers can pose as high a risk as watercraft, so carefully check trailer rails, lights and electrical wires, as well as the license plate and trailer pads. If adult or juvenile mussels are found on either the watercraft or the trailer, send the watercraft and trailer to decontamination.



Ensure the Watercraft is Drained

On smaller watercraft, ask the owner to **remove the bilge plug** (and other plugs if needed) and drop the motor to show the watercraft is drained. For larger watercraft, you will need to get into the watercraft to look in the live-wells or other holding areas. Ask for permission and **ask the owner to climb in first**. Follow the owner into the watercraft in the same way they entered. Be careful to prevent injury to either the owner or inspector. Then, ask other inspectors to **stand clear** so that the owner can **activate the bilge pump** to show the watercraft contains little or no water. Then, ask to see **all live-wells** and **ballast tanks**. If the watercraft has standing water in any container, follow the procedures outlined on page 16 of this manual. Ensure the boater has fully drained the live-wells, ballast tanks, and any other containers or compartments that could reasonably hold water. Using the guidelines on page 16, determine the risk of any standing water still present and determine if a High Risk Inspection and Decontamination is necessary or if the watercraft has been drained sufficiently and presents low risk. For a jet ski, have the operator start the jet ski and run for no more than 30 seconds to blow out any residual water from inside the motor (called "burping the motor").



Closeout

When the inspection is completed, ask the owner to **replace the bilge plug if they are launching immediately**. Otherwise, encourage the boater to **travel with the bilge plug out to ensure the boat dries thoroughly**. The owner is responsible for ensuring their watercraft is water-tight. **Thank** the owner and remind them to **Drain, Clean, and Dry** upon every time they leave a water.

Standard AIS Inspection Checklist

For use inspecting watercraft entering Wyoming waters. These are instructions - this is not a form to fill out. You must complete a watercraft inspection receipt for every inspection.

1. Initial Contact

- Record watercraft registration #**
- Introduce yourself** and explain that you will be **inspecting for mussels** and other AIS.
- Explain** that zebra and quagga mussels have not been found in Wyoming but are present in neighboring states.
- Explain** why it is important to **Drain-Clean-Dry**
- Give** boater AIS brochure.
- Ask the driver to **turn off engine, set parking brake, and step out.**

2. Determine Risk Factors

- Ask all waters watercraft has been at within the last 30 days.
 - Has the watercraft been in a high risk water?
 - Has the watercraft been in a state with high risk waters?
 - Does the watercraft contain ANY standing water?
 - If no water(s) w/in 30 days determine last water. Was the last water a high risk water?

***If the watercraft has been in high risk water(s) switch to High Risk Inspection
OR***

If the watercraft has been in high risk state within 30 days and has ANY standing water, switch to High Risk Inspection

3. Exterior Inspection

- Explain/educate about what you're looking for.
- Look the watercraft over, **feel hull**, ridges, seams, and recessed bolts for attached mussels.
- Carefully check the rear of the watercraft—intakes, motor, lower motor areas and propeller.
- Ask owner to **lower motor** to drain any water.
- Inspect anchor** for mud or plants.

Exterior Inspection Continued

- Carefully **check trailer** lights/electrical, license plate and trailer pads.
- Clean off all mud, plants and debris.

If juvenile or adult mussels are found, the watercraft MUST be decontaminated.

5. Ensure Watercraft Drained

- On smaller watercraft, ask the owner to **remove bilge plug** (and other plugs if needed) to show the watercraft is drained.
- On large watercraft, ask the inspectors to stand clear, then ask owner to climb in and **activate bilge pump** to show the watercraft contains little or no water.
- Inspect** interior of the watercraft and **drain all wells, ballast tanks, compartments, and containers** with standing water.

If standing water cannot be completely drained and watercraft was last in a high risk water, or any plant material cannot be removed, Call WGFD after completing the inspection to arrange for decontamination.

6. Closeout

- When the inspection is completed, ask the owner to replace the bilge plug if they are launching immediately. Otherwise, encourage the boater to travel with the bilge plug out to ensure the boat dries thoroughly. The owner is responsible for ensuring their watercraft is water-tight.
- Apply a watercraft seal and provide owner with the yellow copy of the inspection receipt.
- Thank** owner for keeping their watercraft **Drain, Clean, and Dry** and allow them to proceed.

What is a Watercraft Seal?

Wyoming agency inspectors will use a brown watercraft seal with the lettering “WY-AGENCY” in yellow, that will connect the watercraft to the trailer to document inspections and decontaminations. Wyoming private inspectors will use a yellow watercraft seal with the lettering “WY-PRIVATE” that will connect the watercraft to the trailer to document inspections.

***Watercraft seals will be placed on ALL watercraft after an inspection at an off-water facility (i.e. border check station, regional office, private certified inspection location). Watercraft will get a yellow seal if the watercraft has undergone and passed a standard or high risk inspection by a state authorized AIS inspector.**



How do I attach the seal?

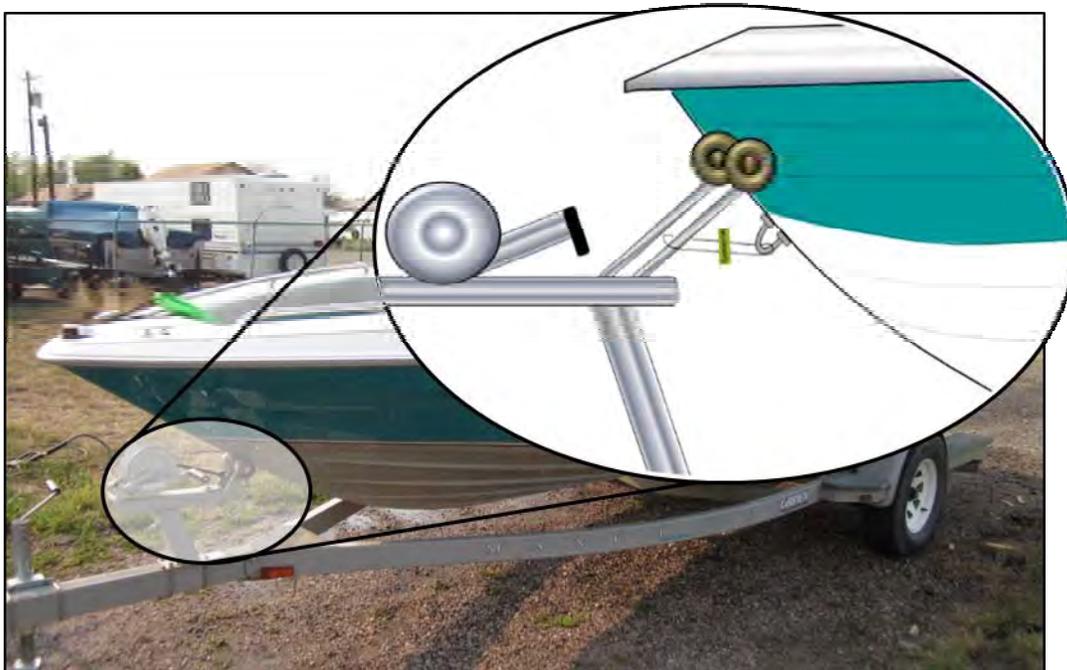
It is critical to attach the seal in a way that it **will be broken** if the watercraft is separated from the trailer. Typically the wire seal goes between the eyebolt of the watercraft and part of the winch on the trailer (see diagram below). Be advised that some winches can be unrolled completely and separated from the seal without breaking it. You may need to find another place to attach the seal to the trailer.

What if I cannot attach the seal?

There may be some cases where you are unable to place a watercraft seal connecting the watercraft to the trailer (i.e. kayak or canoe in the bed of a truck). In these situations you will only provide the inspection receipt to the boat operator or owner. You will need to circle “Receipt Only” under the “Seal Applied” section. Do not complete the section of the receipt for “Serial Number of Seal Applied”.

What makes a watercraft seal valid?

A watercraft seal will only be valid if the boater has a receipt with the seal with a matching serial number and the seal has not been tampered with.



Modified from Colorado Parks and Wildlife

What is a Watercraft Inspection Receipt?

The *Watercraft Inspection Receipt* documents the inspection and must be completed for each inspection. A completed receipt is shown below to assist you in the format for completing the receipt.

To complete the receipt:

1. Record the inspection location; either write out or use code provided on page 33 of this manual.
2. Record the Date, Time (military time format), and your inspector ID. If you do not know your inspector ID, print your full name.
3. Record the Watercraft Registration number, and the Trailer or Vehicle Plate number. If there is no registration number, write a description on the watercraft (i.e., Red Old Time Canoe).
4. Circle the motor type.
5. Check whether the watercraft already has a seal or receipt only for some non-motorized watercraft. If it does, circle "Yes" and follow the instructions on the receipt. If "No", proceed with the standard inspection.
6. Record the last water and state, and all other waters in the last 30 days. Record the approximate date used, and the next water and state the boat will launch in.
7. Circle standard inspection (this should always be "Yes"), and note whether the watercraft has any standing water, whether the bilge plug was still in at the time of inspection, whether plants were attached to the watercraft, and whether a high risk inspection is required.
8. Circle whether the hull/exterior, trailer, motor, live well, bilge and/or ballast, and anchor were inspected.
9. If a high risk inspection is conducted, circle whether the watercraft was used in a high risk water, a high risk state, or had any other high risk factors (dirty, unknown last use, etc.)
10. If decontamination is required, write the reason for the decontamination and the name of the WGF D person you contacted to arrange for decontamination of the watercraft.
11. Lastly, circle whether a seal was applied or receipt only, the seal serial number, and whether the watercraft had a valid AIS decal or decal receipt at the time of inspection. Tear off the bottom (yellow) copy and give to boater.

WYOMING AQUATIC INVASIVE SPECIES WATERCRAFT INSPECTION RECEIPT - PRIVATE

WATERCRAFT INFORMATION				
Inspection Location: CYP	Inspection Date: 06/01/16	Inspection Time: 1300	Inspector ID and Name: #23; Beth Bear	
Watercraft Reg #: WY-1234BB	Trailer/Vehicle Plate #: WY-5-1234	Motor Type: (circle one) <input checked="" type="radio"/> Outboard <input type="radio"/> Inboard <input type="radio"/> Inboard/Outboard <input type="radio"/> Non-Motorized <input type="radio"/> Personal Watercraft/Jet Ski <input type="radio"/> Jet Boat		
Last Water, State: Lake Powell, UT <i>*ALL waters used in last 30 days</i>	Date Last Used: 05/21/16	Next Water, State: Flaming Gorge Reservoir, WY		
INSPECTION PROCEDURE (Circle Yes or No)				
Standard Inspection: <input checked="" type="radio"/> Yes <input type="radio"/> No	Standing Water: <input checked="" type="radio"/> Yes <input type="radio"/> No <i>if yes, location on watercraft</i> Bilge and live-well	Bilge Plug In: <input checked="" type="radio"/> Yes <input type="radio"/> No <i>if yes, remove to drain</i>	Plants Attached: <input type="radio"/> Yes <input checked="" type="radio"/> No <i>if yes, remove all plants</i>	High Risk Inspection: <input checked="" type="radio"/> Yes <input type="radio"/> No <i>if yes, complete high risk information below</i>
REMEMBER TO INSPECT (circle when completed): <input checked="" type="radio"/> HULL/EXTERIOR <input checked="" type="radio"/> TRAILER <input checked="" type="radio"/> MOTOR <input checked="" type="radio"/> LIVE WELL <input checked="" type="radio"/> BILGE/BALLAST <input checked="" type="radio"/> ANCHOR				
HIGH RISK INSPECTION INFORMATION (Circle Yes or No)				
Used in High Risk Water: <input checked="" type="radio"/> Yes <input type="radio"/> No	Used in High Risk State: <input checked="" type="radio"/> Yes <input type="radio"/> No		Other: <input checked="" type="radio"/> Yes <input type="radio"/> No <i>if yes, explain:</i> Standing water in bilge and live well	
DECONTAMINATION PROCEDURE (CONTACT WYOMING GAME AND FISH DEPARTMENT TO ARRANGE DECONTAMINATION) *Watercraft cannot launch before decontamination is completed				
Reason Decontamination Needed: Used in high risk water within 30 days with standing water		WGF D Person Contacted for Decontamination: Wes Gordon, Green River AIS Specialist		
CLOSEOUT PROCEDURE				
Seal Applied: <input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Receipt Only	Serial Number of Seal Applied: 151001		Valid Decal or Decal Receipt: <input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> NA	
AN AIS DECAL IS REQUIRED* BEFORE LAUNCHING ON WYOMING WATERS <i>(*Not required on non-motorized inflatable watercraft 10 feet or less, or if not launching in Wyoming)</i>				

What if a watercraft contains standing water?

You must pay careful attention to all watercraft that cannot be completely drained and therefore, contain standing water. Aquatic diseases such as whirling disease and zebra and quagga mussel larvae (veligers) are microscopic and can be transported in water. Mussel larvae are usually much less hardy than shelled adults and die quicker and easier, but they have been known to survive in standing water for up to 27 days. It is difficult to pinpoint the exact amount of standing water necessary for larvae to survive-more research is needed in this area. Regardless, areas that maintain water or moisture for extended periods of time may not dry sufficiently and could harbor larvae. Experts believe small amounts of standing water present lower risk if:

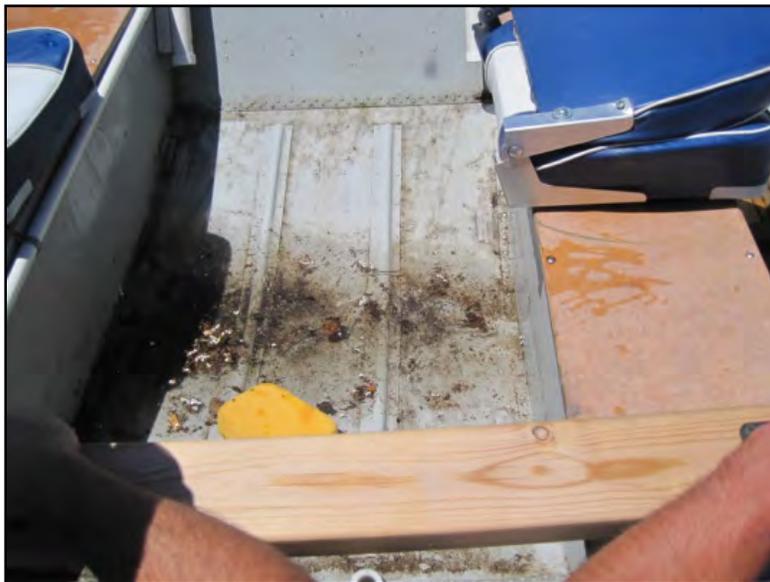
- Water temperature is over 90°F.
- Water is oily.
- Compartments with small amounts of water have been closed up and have little or no airflow or oxygen.
- Water is over 30 days old.

If the watercraft has been in a high risk water in the last 30 days AND has ANY standing water, it is mandatory to contact the WGFD to arrange a standing water decontamination. Even in cases where watercraft have live wells or a ballast tank that can be drained completely, it is mandatory to arrange for decontamination to thoroughly flush interior compartments.

If the watercraft has been in a high risk state, but not a high risk water, in the last 30 days and contains ANY standing water, then you must conduct a High Risk Inspection and drain all parts of the watercraft that contain standing water including the bilge, wells, ballast and motor. If water cannot be completely drained, those portions containing standing water should be decontaminated.

You should have a small bilge pump or sponge available to assist with draining all areas of the watercraft that have ballast or bilge areas that were not designed to drain fully.

Be extremely cautious with any watercraft that was used OUT OF STATE. Many states do not have sampling programs focused on early detection to determine whether a water is positive for invasive mussels.



**Ballast tanks pose a great risk of transporting water.
Be sure to inspect any and all ballast onboard the watercraft!**

What is the protocol for High Risk AIS Inspections?

Any watercraft identified as high risk during the initial standard inspection should go through a High Risk AIS Inspection.

A High Risk Inspection is **required** if:

- The watercraft has been in a high risk water in the last 30 days.
- The watercraft was last used in a high risk water, even if over 30 days ago.
- The watercraft has been in a high risk state in the last 30 days and has any standing water.

Other High Risk factors to consider:

- The watercraft has a large amount of standing water present.
- The watercraft is dirty, crusty, or slimy below the waterline.
- The watercraft is large and complex with lots of compartments.
- The watercraft's last waters are unknown or there is unverifiable standing water.

A high risk inspection is a very involved and intense inspection of the exterior and the interior parts of the watercraft that could have come into contact with the water or could hold water. The inspection should include:

- A thorough and **complete visual and tactile inspection** of all portions of the **watercraft, trailer, and any equipment or gear, ropes, or anchors**. The time it will take to complete a High Risk Inspection may vary greatly depending on the type and complexity of the watercraft and could range from 10 to 30 minutes or more.
- After you have thoroughly checked the exterior of the watercraft, **check for standing water and wet gear inside the watercraft**. Request permission to climb on the watercraft and, if possible, follow the operator onto the watercraft using the same approach. Be careful not to scratch or scuff surfaces. Spend time looking in compartments or at gear that could contain or have been immersed in water, especially the anchor and anchor compartment. If possible, ask the owner to open the compartments or pull out the gear rather than doing it yourself to avoid damage.
- For larger watercraft, ask the operator to activate bilge pumps and make sure other inspectors are safely away from the propeller and the bilge outlets before pumps are activated.
- All vegetation and mud must be removed from all areas of the watercraft.



If sandpapery bumps, mussels, plant material or gelatinous masses are found that you reasonably believe could be potential AIS, contact the WGFD to arrange decontamination. Also, using the procedures on page 16, if standing water is identified in the watercraft, then decontamination of the tanks or wells could be required.

High risk inspections are a very important tool for determining the risk of watercraft. There are many factors beyond what are described in this manual that may increase the risk of watercraft. Inspectors can always err on the side of caution and conduct high risk inspections.

How do I deal with Live Baitfish?

If the watercraft has a bait container or a live-well with standing water, inspectors will need to determine the origin of the water and the bait (see flowchart on page 20).

If the live-well has water but no live baitfish use *Standing Water Protocol* (page 16) to determine if the water presents a high risk and should be decontaminated. If the water presents a low risk, drain completely and continue with the inspection.



If a live-well has live baitfish, remove the baitfish and place in a bait bucket with clean, fresh water. Drain the live-well thoroughly. Ask the owner for the live baitfish receipt or seining permit (examples on page 19). If the live baitfish receipt or seining permit are valid you may allow the owner to proceed with the baitfish in the bucket provided. If the owner does not have a receipt/permit or if the receipt/permit shows the live baitfish were purchased out-of-state or seined in a different drainage, have the owner remove the baitfish and ensure all of the water is drained from the holding container. Ask the owner to voluntarily destroy the illegal baitfish.

It is illegal to possess live baitfish from outside Wyoming, except for fathead minnow (pictured right) approved by the Department and imported by a licensed Wyoming baitfish dealer or Commercial Hatchery. If the boater has baitfish with a receipt marked “commercially produced”, only fathead minnows are legal. If the receipt is marked “wild caught”, any nongame fish not considered an aquatic invasive species is legal.



Typical fathead minnow (top) with dark horizontal strip, yellow to olive coloring, growing to 3 inches in size. The “rosy red” variety (bottom) has pink or orange coloring.

Aquatic invasive species inspectors that are not Peace Officers may NOT require an angler to produce a receipt/permit if they decline. Inspectors should explain the regulation governing AIS and request voluntary compliance. Inspectors should refrain from giving legal interpretations resulting from a boater’s lack of compliance. If a boater is not compliant or if the owner possesses illegal baitfish, law enforcement should be notified. In addition, there are drainages in the state that do not allow live baitfish regardless of origin; inspectors should verify whether use of live baitfish is allowed at their water(s) or region.

Many AIS are introduced into new areas as a result of baitfish introductions. As an inspector you should familiarize yourself with the key characteristics of known AIS. Some boaters may possess a valid baitfish receipt or seining permit and still have possession of invasive fish such as brook stickleback. **It is illegal to possess or transport brook stickleback in the state of Wyoming.** A key characteristic of brook stickleback are free standing spines (usually 5) on the back (see photo on page 25). Take the time to look at baitfish and determine if any of the fish may be invasive.

Wyoming Live Baitfish Receipt

Must be completed by dealer or dealer employee

Dealer Name:	Date Sold or Transferred:
Address of Business Establishment:	Expiration Date (see information below):
City:	Number of Fish Sold or Transferred:
State:	Origin (Separate receipts are required if both were purchased): <input type="checkbox"/> Commercially produced live baitfish (fathead minnows) <input type="checkbox"/> Wild caught (including fathead minnows)
Zip:	
Dealer's License Number:	

If origin is Wild Caught; circle the location where the live baitfish may be used (circle only one); 2A 2B 3A 5A 5B 5C

Fathead minnows that originated from a Department approved fish hatchery (commercially produced) may be used in all locations listed above and area 3B.

Live baitfish dealer or dealer employee name and signature:

Printed Name: _____ **Signature:** _____

For use per Wyoming Game and Fish Commission Regulations only as follows:

Commercially produced Fathead minnows (must be obtained from a Department approved fish hatchery) shall be the only live baitfish that may be sold for use in all locations east of the continental divide where the use of live baitfish is permitted (**restricted to Drainage Areas 2A, 2B, 3A, 3B, 5A, 5B and 5C**). Expiration date; A receipt for commercially produced live baitfish is **valid for 30 consecutive days**, including the date of purchase or transfer.

Wild caught live baitfish shall be used and possessed **only within the ONE use and possession area specified** on the seining license used to collect them. This includes fathead minnows seined or trapped in the wild, then purchased from a live baitfish dealer. Expiration date; A receipt for wild caught baitfish is **valid for 15 consecutive days**, including the date of purchase or transfer.

Once purchased, anglers should keep **wild caught and commercially produced** live baitfish in separate containers with separate receipts. If mixed, regulations including area of use and expiration identified on receipt for wild caught baitfish apply to all baitfish.

The person possessing live baitfish must comply with Wyoming Game and Fish Commission live baitfish regulations provided in the Fishing Regulations. Unused live baitfish shall not be released alive and must be killed when the receipt expires.

Copy of a Wyoming Live Baitfish Receipt.

2016 WYOMING

Transaction ID: 0111201614294600721389-ADM

SPID: _____

NAME
ADDRESS
PHONE

GENDER: MALE
DOB: _____

HEIGHT: 5'11"
HAIR: BROWN

WEIGHT: 212
EYES: GREEN

2016 YTD DONATIONS:
 Access Yes \$0.00
 Search & Rescue \$0.00
 Hunter Safety:
 ✓ WY - H27003

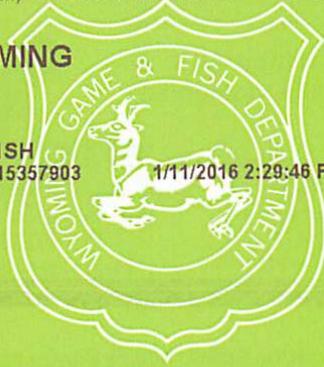


(Please do not detach) 0111201614294600721389-ADM 11010453066 ANTHONY M. ABSTETA

2016 WYOMING

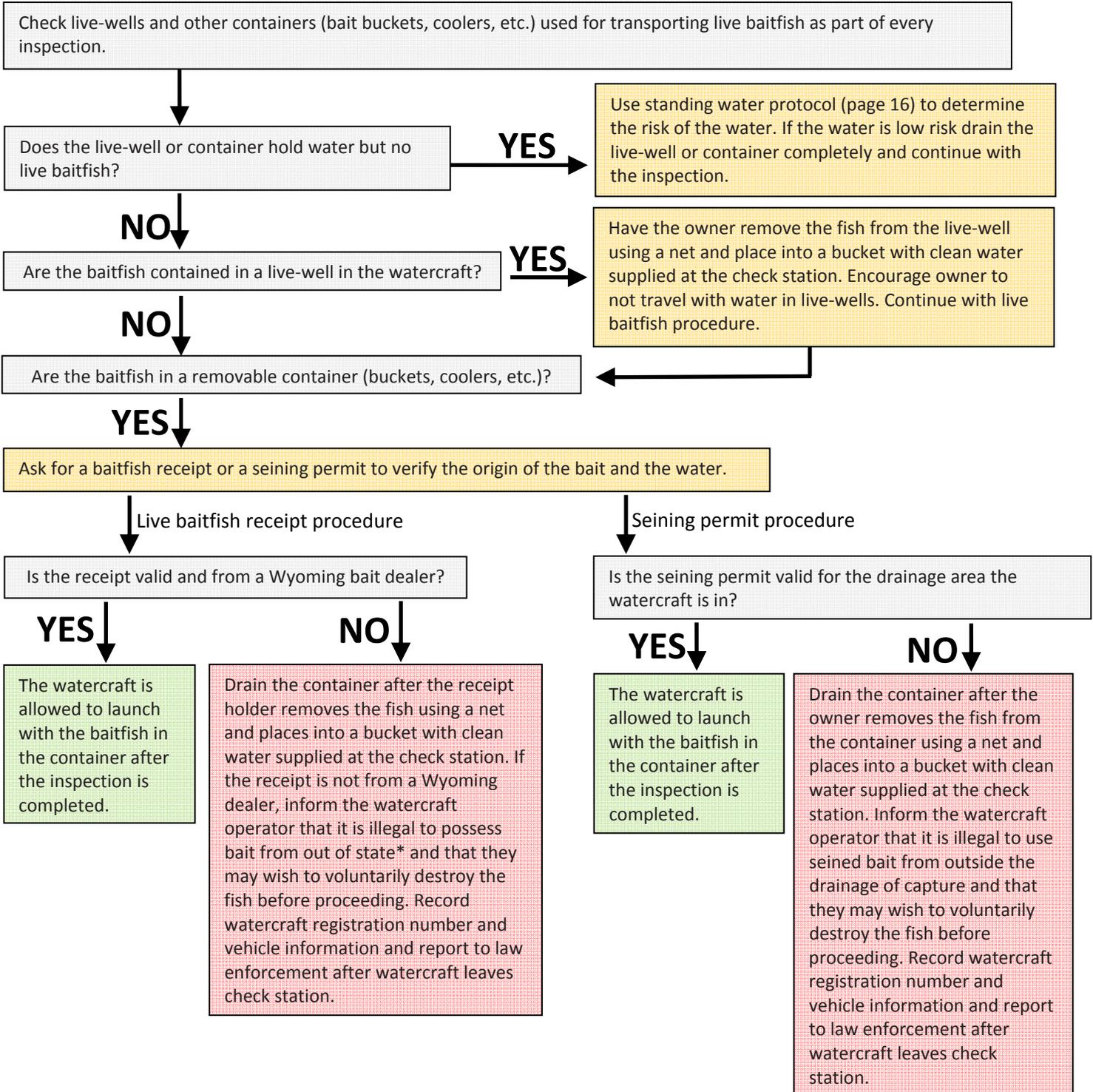
SEINE TRAP FISH
 LICENSE # 16115357903 1/11/2016 2:29:46 PM \$20.00

Area: 2B



Copy of seining and trapping permit.

Live Baitfish Protocol



What is the protocol if mussels or other possible AIS are found on watercraft?

If you find zebra or quagga mussels or other possible AIS, it is required that you **Immediately Report**.

Report

Report your suspected AIS discovery:

- Call Regional AIS Specialist (or nearest WGFD office) or AIS Coordinator (1-307-745-5180 Ext. 256)
- Have WGFD arrange to meet boater. Do not let boater leave.

Your initial report can be brief but should include the following information:

- Date/Time
- Location (Current Location of Watercraft and Waters Recently Visited)
- Suspected species of AIS
- Name of Reporter (Inspector)



What is the Standard Watercraft Decontamination Protocol?

As an authorized AIS inspector (not decontaminator), you will not be conducting watercraft decontamination. However, if you inspect a watercraft and determine decontamination is needed, you must contact the Wyoming Game and Fish Department to arrange for decontamination. It will be helpful to know the basics of decontamination so that you can help the boater understand what to expect. To ensure that zebra and quagga mussels and other AIS are removed and destroyed, a watercraft decontaminator will:

- 1**—Ensure personal and public safety by wearing personal protective equipment and maintaining contact and communication with the watercraft operator and others involved in the decontamination.
- 2**—Remove of all visible mud, plants, and organisms from the exterior and interior of the watercraft.
- 3**—Thoroughly spray the exterior of the watercraft with hot water (140°F) and high pressure (2500psi), flush motor with hot water (140°F), and flush the interior of the watercraft and compartments with hot water (120°F) and low pressure.
- 4**—After decontamination, the watercraft must be inspected again to ensure a successful decontamination.
- 5**—Decontaminators must report all decontaminations to the WGFD.
- 6**—If the watercraft leaves the site immediately following the decontamination, a brown wire seal is attached and a *Seal Receipt* is provided to the boater.

Only state-certified authorized AIS decontaminators should operate the high pressure, high temperature decontamination units to **decontaminate** the watercraft. Public and staff safety should always be the top priority.



What options does the boater have when a watercraft decontamination unit is not available?

Watercraft decontamination stations will be placed at multiple locations throughout the state and at all WGFD Regional Offices. If zebra or quagga mussels are confirmed, inform operator that transporting the watercraft would be in violation of the AIS regulation. The boater can wait while you arrange for a decontamination unit to come to the site or they can be escorted by a qualified peace officer to the nearest decontamination site. If you need information to determine where the closest decontamination site or unit may be, contact the regional AIS supervisor or nearest WGFD regional office (Appendix E).

What if the boater will not allow a High Risk Inspection or Decontamination?

Attempt to get the owners support to inspect the watercraft and allow decontamination. If the owner is unwilling to cooperate, you may need the assistance of law enforcement. Avoid engaging with angry or hostile boaters. When in doubt call law enforcement for assistance. **Only qualified peace officers can order decontamination or impound a watercraft when an owner is not cooperative.**

A watercraft may be impounded if any one of the following apply:

1. The person transporting the conveyance refuses to allow an inspection of the conveyance to be conducted by an authorized inspector or peace officer.
2. A peace officer or an authorized inspector finds that an AIS is present after conducting an inspection.
3. The person transporting the conveyance refuses to allow a decontamination of the conveyance when decontamination is ordered by a peace officer.
4. Upon finding a juvenile or adult mussel and subsequent decontamination, a peace officer determines a risk is still present and submits the watercraft to a quarantine period.

Any watercraft with mussels that are alive or of unknown viability requires decontamination **and** quarantine. Only watercraft with obviously dead mussels is allowed to proceed **after** decontamination. If in doubt about the viability of mussels found on a watercraft, quarantine is required.

What are recommended quarantine times for mussel encrusted watercraft?

The 100th Meridian Initiative has developed a **Quarantine Estimator for Zebra-Mussel Contaminated Boats** that estimates recommended drying times based on average humidity and temperature zones in the 48 contiguous United States. To use this tool, go to their website:

<http://100thmeridian.org/emersion.asp>.

This quarantine calculator should be used to determine the length of quarantine required for any watercraft found to be encrusted with live mussels. The quarantine calculator is based on averages; therefore, quarantine may also be increased or decreased if information suggests seasonal changes for a specific area.

Dry time based on the quarantine calculator should be used as a baseline determination. Contact the AIS program office to determine if the dry time should be increased or decreased.
Email ReportAIS@wyo.gov or call 307-745-5180 Ext. 256

What other Aquatic Invasive Species is Wyoming concerned about?

The state is concerned about numerous AIS that may pose a significant threat to the aquatic resources or water infrastructure of the state. It is illegal to possess or transport these species in Wyoming. Water users can help prevent the spread of all AIS by making sure their equipment is Drain, Clean, and Dry. Aquatic invasive species of concern in Wyoming include the following:

Common Name	Scientific Name
Animals	
<i>Zebra mussel</i>	<i>Dreissena polymorpha</i>
<i>Quagga mussel</i>	<i>Dreissena rostriformis</i>
<i>Rusty crayfish</i>	<i>Orconectes rusticus</i>
<i>Bighead carp</i>	<i>Hypophthalmichthys nobilis</i>
<i>Silver carp</i>	<i>Mylopharyngodon piceus</i>
<i>Black carp</i>	<i>Mylopharyngodon piceus</i>
<i>Snakehead</i>	<i>Channa or Parachanna</i> <i>genus</i>
<i>Brook stickleback</i>	<i>Culaea inconstans</i>
<i>New Zealand mudsnail</i>	<i>Potamopyrgus</i> <i>antipodarum</i>
<i>Asian clam</i>	<i>Corbicula fluminea</i>
Plants	
<i>Hydrilla</i>	<i>Hydrilla verticillata</i>
<i>Eurasian watermilfoil</i>	<i>Myriophyllum spicatum</i>
<i>Curly pondweed</i>	<i>Potamogeton crispus</i>

Rusty crayfish



Photo by USGS.

Rusty crayfish are native to the Ohio, Tennessee, and Cumberland drainages in eastern United States. The species has been introduced into 14 other states, most likely by baitfish introductions. Rusty crayfish have the potential to outcompete native crayfish and established populations can destroy plant bed abundance and diversity. Rusty crayfish are currently present in Wyoming in a North Platte River tributary drainage where they had been illegally stocked. Attempts to eradicate the species in 2006 and 2007 were proven unsuccessful when the species was found below the original treatment area in 2012. A further control effort was made in 2013 and its success is undetermined. No other populations have been found in Wyoming.

Asian Carp: Bighead, Silver, Black



Photos by USGS, bighead carp (left); Department of Fisheries and Allied Aquacultures, Auburn University, silver carp (middle); Rob Cosgriff, Illinois Natural History Survey, black carp (right); USFWS.

Bighead carp are native to China and were intentionally introduced in 1972 in Arkansas in an attempt to improve water quality and increase fish production in culture ponds. The species now occurs in at least 24 states and is naturally reproducing. Bighead carp may deplete zooplankton populations and therefore compete with native fishes. Silver carp are native to Southeast Asia and east Russia and were intentionally introduced into the United States in 1973 for phytoplankton control and as food fish. The species now occurs in at least 18 states and is naturally reproducing. The negative impacts of introduced silver carp are the same as those for bighead carp. Black carp are native to Asia and east Russia and were unintentionally introduced in the early 1970s as a stowaway with intentionally introduced grass carp. The species was then intentionally introduced in the early 1980s as a food fish and for biological control of yellow grub. Black carp now occur in at least 5 states. Black carp may reduce populations of native mussels and snails through predation and negatively affect the aquatic ecosystem.

Snakehead



Photo of Northern Snakehead by Wikipedia.

Species from the genus *Channa* or *Parachanna* are referred to as snakeheads. Snakeheads are native to southern and eastern Asia and parts of Africa. They have historically been sold in the U.S. as food in Asian markets and also as pets, and were released via these sources. Snakehead have now been introduced into waters in Arkansas, California, Florida, Delaware, Hawaii, Illinois, Maine, Maryland, Massachusetts, North Carolina, New Jersey, New York, Pennsylvania, Rhode Island and Virginia. They are able to adapt to a variety of habitats and can live for long periods of time (up to four days) out of water. Snakehead feed primarily on other fish, but also consume insects, plants, crustaceans, reptiles and even small birds and mammals. There are no known natural predators of snakehead in the U.S. Once this species becomes established it is very difficult to eradicate.



Photo by Konrad P. Schmid, USGS.

Brook stickleback

The brook stickleback is native to central North America. It has been introduced into 16 states outside of its native range primarily as a result of baitfish introductions. Brook stickleback have been found in several drainages throughout Wyoming including the Beaver, Badwater, Big Horn Lake, Cache La Poudre, Laramie, Medicine Bow, North Platte and Shoshone drainages. Brook stickleback have been shown to compete with and negatively affect other fish species and waterfowl. Studies show that waterfowl may be negatively impacted by brook stickleback

due to their affect on zooplankton biomass and abundance. Brook stickleback are known to forage for other fishes eggs which may negatively impact fish populations and result in reduced fishing opportunities.



Photo by Dan Gustafson, Montana State University

New Zealand Mudsnail

The New Zealand mudsnail is native to mainland New Zealand and adjacent small islands. It was probably introduced into the United States through transoceanic ships or transported with live game fish. The species was first discovered in the Snake River, Idaho in 1987 and has since spread to Oregon, Montana, California, Arizona, Washington, Wyoming, Colorado, and Lake Ontario, Lake Erie, and Lake Superior. The mudsnail is parthenogenic (female clones) and densities have been recorded over 300,000 per square meter. It is transported by fish and birds, natural downstream dispersal, upstream through rheotactic behavior, and by humans on fishing gear. Impacts of introduction include outcompeting native species and altering water chemistry. Currently, populations in Wyoming occur in

Yellowstone National Park (Madison, Firehole, Gibbon, Gardner rivers, Nez Perce Creek), Grand Teton National Park (Polecat Creek and the Snake River), Lake Cameahwait (Bass Lake), and in the Bighorn and Shoshone rivers.

Asian clam



Photo by Noel Burkhead, USGS

The Asian clam is native to Asia, Africa, the Mediterranean, and Australia and is believed to have been introduced intentionally as food or incidentally imported with the Pacific oyster. It was initially discovered in 1938 in the Columbia River and now occurs in 38 states. Asian clams are spread through bait bucket introductions, accidental introductions with aquaculture species, illegal introductions for food, and through water currents. Much like zebra and quagga mussels, the Asian clam can clog pipes at power generation and water supply facilities, causing millions of dollars in damage. Asian clam have been confirmed in the Laramie River, and in the North Platte River below Guernsey Reservoir in Wyoming.

Hydrilla

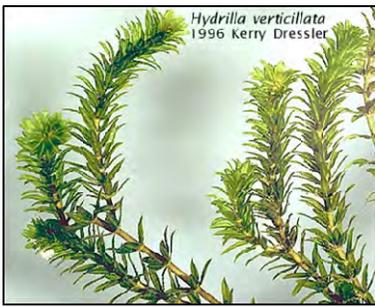


Photo by Kerry Dressler

Hydrilla is native to Asia and was introduced into the United States in the early 1950's for use in aquariums. The species spread into open water through discarded fragments or by planting in canals. Since its initial introduction, hydrilla has spread to 27 states, most likely transported on trailered watercraft. Hydrilla displaces native vegetation, alters physical and chemical properties in lakes, reduces fish foraging efficiency, obstructs boating, fishing, and swimming, and impedes water delivery.



Photo by USGS

Eurasian watermilfoil

Eurasian watermilfoil is native to Europe, Asia, and northern Africa and may have been intentionally introduced into the United States. It was first documented in Washington D.C. in 1942, and now occurs in 45 states and Canada. The species is spread on trailered watercraft and fragments can spread naturally downstream; one stem or leaf fragment can start a new colony. Eurasian watermilfoil is an aggressive plant, displacing native plants leading to reduced diversity. Dense beds form canopies and reduce light penetration, invertebrate abundance, fish forage space, and fish predation efficiency. In addition, it degrades water quality and reduces oxygen levels. Dense beds can also hamper recreation by restricting swimming, fishing, and boating.



Photo by Vic Ramey, University of Florida

Curly pondweed

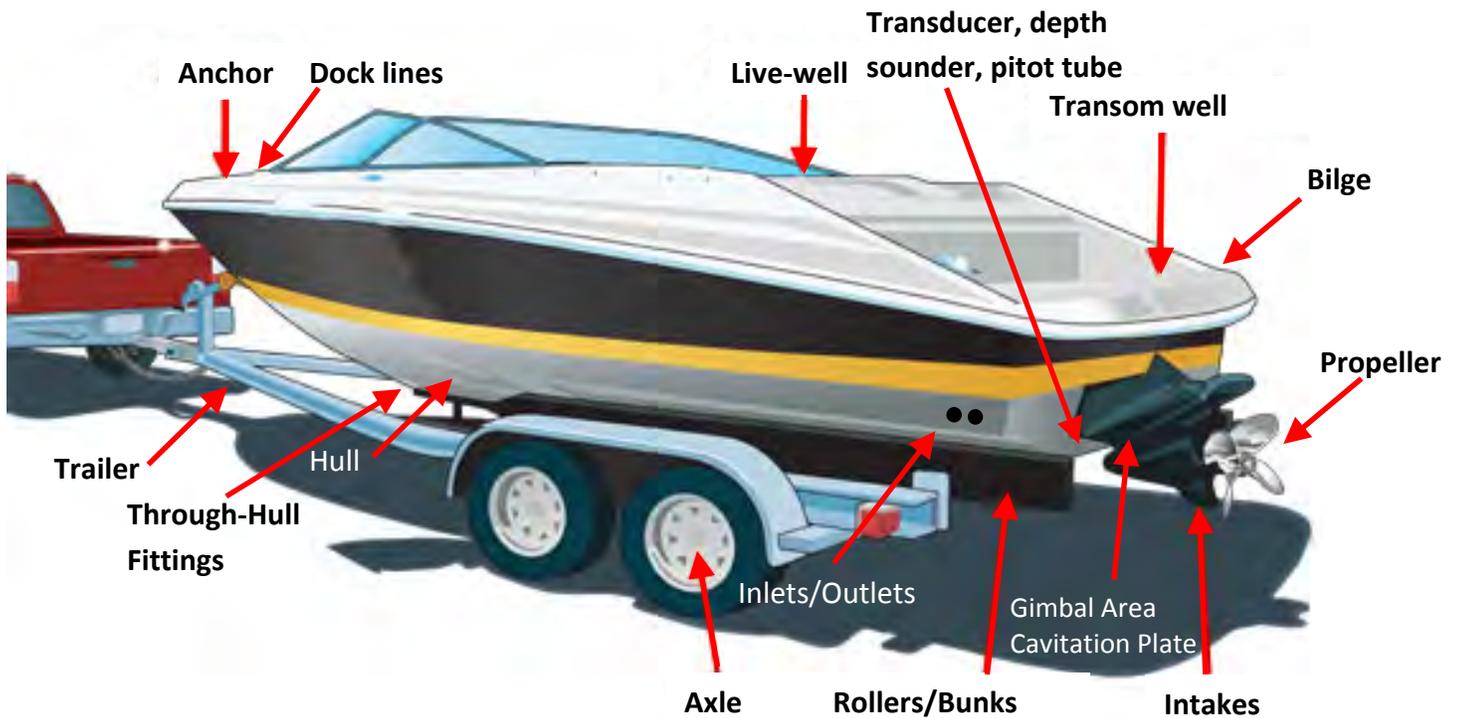
Curly pondweed is native to Eurasia, Africa and Australia and was introduced into the United States in the mid 1800's. It is now found in almost every state in the continental U.S. aside from Maine and South Carolina. Curly pondweed reproduces by seed which can be easily transferred in mud or water. It has been introduced into new areas by accidental introductions and as an ornamental plant. Curly pondweed competes with native plants reducing plant diversity and forms dense mats that impact water-based recreation. Curly pondweed has limited distribution in Wyoming. Curly Pondweed was first found in Wyoming in 2011 in Lake DeSmet. It was subsequently found in

additional waters including Keyhole and Boysen reservoirs. Curly pondweed was also detected in the North Platte River between Kortez Reservoir and Pathfinder Reservoir, a section of river called the Miracle Mile, and at New Fork Lake at the constriction between upper and lower New Fork Lake. Curly pondweed was detected in the Shoshone River for the first time in 2014. Preliminary sampling conducted in 2015 indicates curly pondweed may be present in Deaver Reservoir and West Newton Lake. Specimens will be collected in 2016 at these locations to verify this population.

Appendix A: Special Considerations when conducting inspections on various watercraft.

Diagram of a **Standard Watercraft** detailing areas to check during watercraft inspection.

Photo modified from Wisconsin DNR.



Special Considerations for inspecting a Standard Watercraft:

Standard Watercraft may be an Inboard/Outboard (“I/O”; as shown in the photo above) or an Outboard Watercraft.

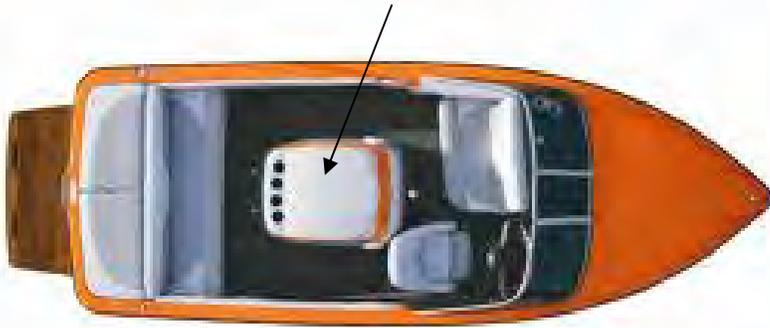
1. Live-well with a recirculation pump.

Ballast tanks hold large amounts of water which assists with increasing the wake of a boat and are most common on “wakeboard” boats. Ballast tanks may be permanently installed in the interior of the watercraft or they may exist as external sacks of water. In both styles, water will need to be drained. Ballast tanks which are permanently installed in the interior of the watercraft are filled via intakes on the bottom of the boat. Water is pumped from the lake into the ballast tank. Ballast tanks can hold as much as 500 gallons of water and presents a serious risk if the tank was last filled at an infested body of water. It is also good to leave these types of sacks out in the sun during transport or storage, as sun can heat any residual water inside the sack and eliminate any risks of AIS (veliger) survival.

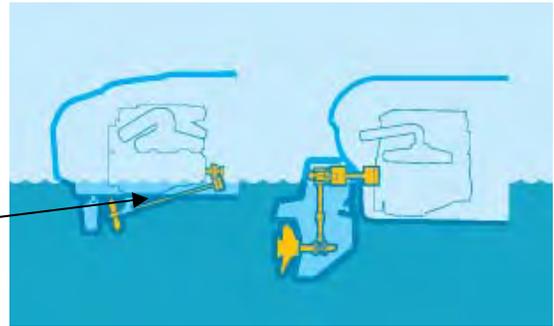
Diagram of an **Inboard Watercraft** detailing areas to check during watercraft inspection.

Photo modified from Waterskis.com

Center-mounted Inboard motor



Inboard vs Inboard Outboard



Special Considerations for inspecting an Inboard Watercraft:

1. Inboard "V-Drive" watercrafts (as shown in the image above) have a rear-mounted or center-mounted inboard motor and standard prop shafts. Additionally, inboard watercrafts retrieve water for cooling via intakes on the bottom of the watercraft. In order to inspect the engine compartment, you will need to climb into the boat and access the engine compartment from there.
2. On a center-mounted inboard motor there are two bilge plugs. One bilge plug empties the water from the engine compartment in the center of the boat and must be removed from inside the engine compartment; the second bilge plug drains water from the rear of the watercraft (similar to bilge plugs on standard watercrafts). Both plugs will need to be removed to properly drain an inboard watercraft.
3. Inboard watercraft pulls water into their cooling system via intakes on the bottom of the watercraft. To decontaminate inboard watercraft, hot water must be flushed through the intake and into the motor.



These two photos are of a Malibu watercraft with inboard motor and ballasts. Notice the multiple intakes on the bottom of the hull.

Photos by CDOW.

Diagram of a **Pontoon** detailing areas to check during watercraft inspection.

Photos by CDOW.



Pontoons

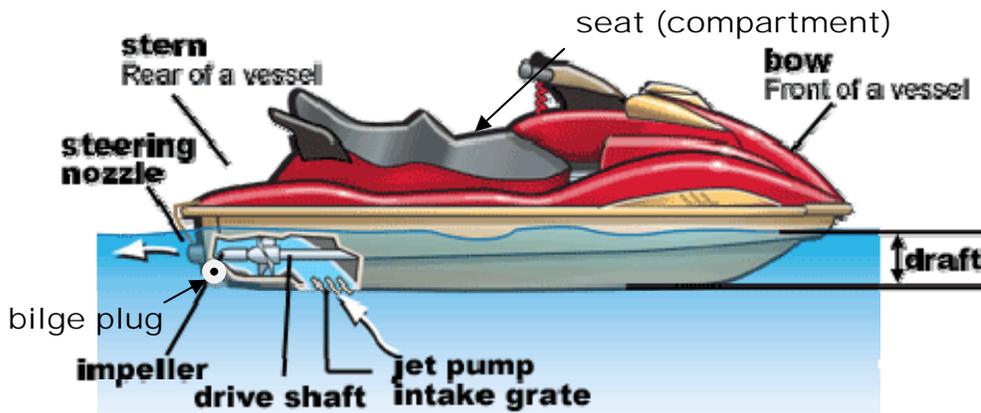


Special Considerations for inspecting a Pontoon:

1. Pontoons can be very simple or complex.
2. Check pontoons for water by knocking on them, feeling for temperature change or by listening for water movement within the pontoons.
3. Check the rear of each pontoon to determine if a live well pump exists. Check in the interior of the pontoon for internal compartments.
4. Pontoons typically sit for long periods of time on the water and contain multiple areas for mussel attachment on the underside of the watercraft. Be sure to check thoroughly!
5. Pontoons have an outboard motor which is usually lowered even during transport.

Diagram of **Jet Ski (PWC)** detailing areas to check during watercraft inspection.

Photo modified from Boat-Ed.com Used by permission. Copyright (c) 2011 Boat-Ed

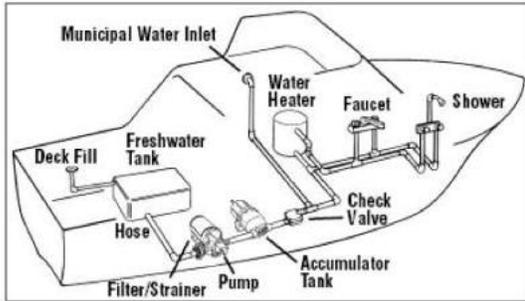


Special Considerations for inspecting a Jet Ski (PWC):

1. Lift seat and inspect interior compartment for standing water.
2. Check the bow of the watercraft as there may be a compartment that may hold standing water.
3. Check foot recesses for water and drain using sponge or hand pump.
4. The motor of the jet ski pulls water into the engine via a large intake on the bottom of the watercraft (see image above). Have the operator start the jet ski and run for no more than 30 seconds to blow out any residual water from inside the motor.

Diagram of Sailboat/Houseboat

Photo modified from American Boating Education, LLC



Special Considerations when inspecting a Sailboat or Houseboat:

1. Exterior inspection of a sailboat or houseboat should focus on the areas of the watercraft that come in contact with lake water. These areas may include the deck and all areas below waterline.
2. Some sailboats have centerboards, or retractable keels. Use a flashlight to inspect the centerboard and the centerboard box (holding compartment for the keel). If AIS are detected the sailboat will need to be quarantined to ensure proper drying of the centerboard and centerboard box.
3. Interior Inspection: Sailboats and Houseboats are complex watercrafts because they have multiple interior compartments, large bilges and multiple through hull fittings. However, many sailboats and other complex watercraft like houseboats are "closed systems" meaning outside water is not used to support the internal system. Closed systems may include head (toilet), galley (kitchen), etc. If the watercraft has a closed system, inspectors should focus on areas of the watercraft that need to use or store lake water. On a sailboat, these internal compartments or systems may include the raw water system, motor and bilge. In addition the through hull fittings that transport lake water to the system need to be identified and drained. If the sailboat is an open system, inspectors should determine all areas of the watercraft that come in contact with lake water, including all through hull fittings, pumps, compartments, etc.
4. Inspectors should be aware of sailboats with water ballast keels. These types of keels are common on trailered sailboats. Water ballast keels pump water into a holding tank to help stabilize the watercraft. When trailering, the water is drained out and the watercraft is much lighter for transport. Water is typically pumped into the ballast via a transom valve which can be seen on the hull of the watercraft. If there is any suspicion of a water ballast keel, all effort should be made to identify the holding compartment and drain it thoroughly. Photo to the left is the discharge port on a sailboat, during inspection something like this would indicate water ballast.

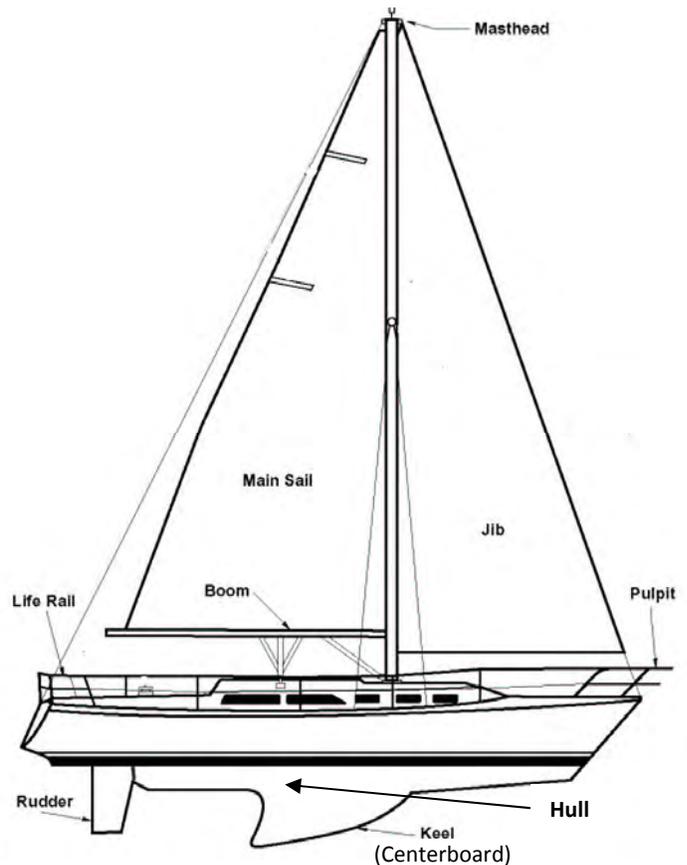
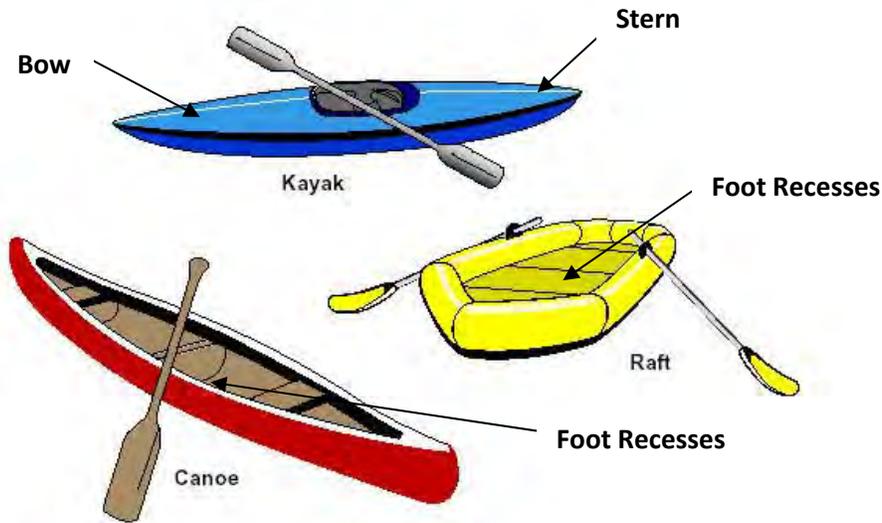


Diagram of **non-motorized** watercraft detailing areas to check during watercraft inspection.

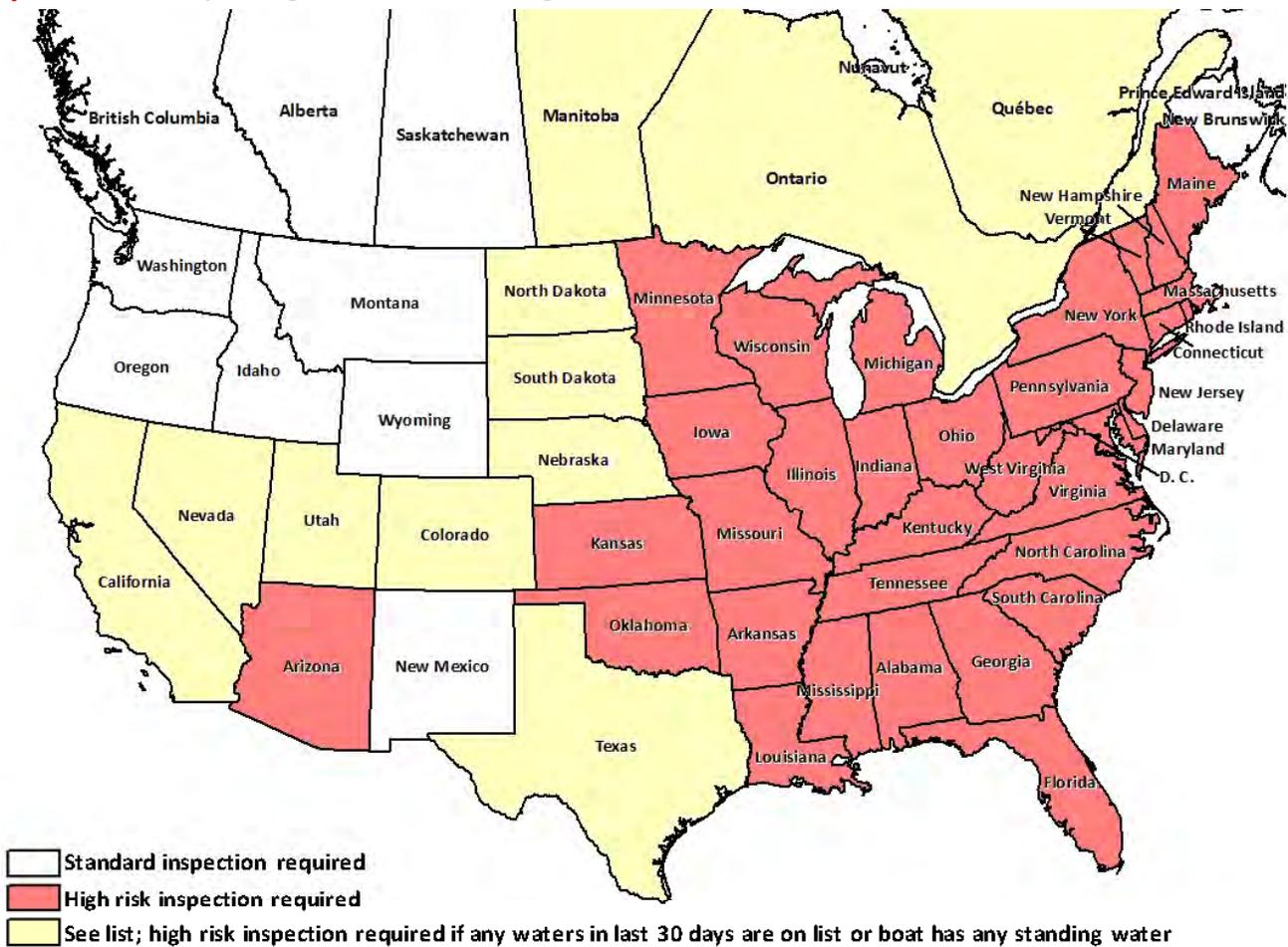
Photo modified from American Boating Education, LLC



Special Considerations when inspecting a non-motorized watercraft:

1. Recommend traveling with kayak/canoe upside down if possible, which allows for thorough draining.
2. Inflatable watercraft should be dry before deflating. During inspection, if inflatable watercraft is deflated, open it up to inspect that it is dry.
3. In river kayaks where the bow and stern are enclosed by the frame, it is important to check for any standing water.

Appendix B: Map of high risk states and high risk waters.



CALIFORNIA

- Anaheim Lake
- Black Gold golf course pond (Yorba Linda)
- Coachella Canal
- Colorado River
- Copper Basin Reservoir
- Dixon Lake
- El Capitan Reservoir
- Imperial Reservoir (AZ/CA)
- Irvine Lake (Santiago Reservoir)
- Kraemer Basin Reservoir
- Lake Cahuilla
- Lake Forest 1
- Lake Forest Keys (Lake Forest 2)
- Lake Havasu (Parker Dam; AZ/CA)
- Lake Jennings
- Lake Matthews
- Lake Miramar
- Lower Otay Lake
- Lake Piru (San Felicia Dam)
- Lake Poway
- Lake Ramona
- Lake Skinner
- Murray Reservoir (Mission Trails Park)
- Olivenhain Reservoir
- Piru Creek
- Rattlesnake Reservoir

CALIFORNIA (cont.)

- Ridgemark golf course (Hollister)
- San Justo Reservoir
- San Vicente Reservoir
- Shadow Lake Estates
- Sweetwater Reservoir
- Walnut Canyon Reservoir

COLORADO

- Pueblo Reservoir

NEBRASKA

- Lewis and Clark Lake
- Offutt Base Lake
- Zorinsky Reservoir

NEVADA

- Colorado River
- Lake Mead (Hoover Dam)
- Lake Mohave (Davis Dam; AZ/NV)

NORTH DAKOTA

- Red River

SOUTH DAKOTA

- Angostura Reservoir
- Lewis and Clark Lake (Gavins Point Dam)

TEXAS

- Lake Belton
- Lake Bridgeport
- Lake Dean Gilbert (Pecan Grove Park)
- Lake Lavon
- Lake Ray Hubbard (Forney Lake/Dam)
- Lake Ray Roberts
- Lake Texoma (Denison Dam)
- Lake Waco
- Lewisville Lake (Lake Dallas/Garza Dam)
- Red River
- Sister Grove Creek
- Trinity River

UTAH

- Lake Powell (Glen Canyon Dam/Rec Area ; UT/AZ)
- Deer Creek Reservoir

CANADA

- Lake Winnipeg (Manitoba)
- Lake Superior (Ontario)
- Lake Ontario (Ontario)
- Lake Erie (Ontario)
- St. Lawrence River (Quebec/Ontario)

Appendix C: List of location codes for use in completing inspection forms.

LOCATION NAME	CODE	LOCATION NAME	CODE	LOCATION NAME	CODE
Border Locations		Water Locations		Water Locations	
Alpine Port of Entry	ALP	Alcova Reservoir	ACR	Lake Hattie	HAT
Anvil Draw Road	AVD	Beartooth Lake	BTL	Lake Owen	LOW
Cheyenne I-25 Port of Entry	C25	Beck Lake	BKL	Laramie River	LRR
Cheyenne I-80 Port of Entry	C80	Big Horn Lake	BHL	Lower Green River Lake	LGR
North Cody	CYB	Big Sandy Reservoir	BSR	Lower New Fork Lake	LNF
Evanston I-80 Port of Entry	E80	Bighorn River	BHR	Lower Shoshone River	LSR
Frannie Port of Entry	FRN	Boulder Lake	BDL	Lower Slide Lake	LSL
Grand Teton National Park	GTN	Boysen Reservoir	BYR	Lower Sunshine Reservoir	LUR
Sheridan I-90 Port of Entry	H90	Buckboard Marina-FGR	BBM	Meadowlark Lake	MWL
Kemmerer Ranger Station	KRS	Buffalo Bill Reservoir	BBR	Meeks Cabin Reservoir	MCR
Laramie Port of Entry	LEB	Buffalo Fork River	BFR	Middle Piney Lake	MPL
Lusk Port of Entry	LSK	Burnt Lake	BNL	Naughton Plant Pond	NPP
Meeteetse	MET	Crystal Reservoir	CYR	North Cottonwood Creek	NCC
Salt River Pass US-89	SRP	Deaver Reservoir	DVR	North Crow Reservoir	NCR
Teton Pass	TNP	East Newton Lake	ENL	North Platte River	NPR
Sundance I-90 Rest Area	S90	Firehole Boat Ramp-FGR	FRH	Northfork Shoshone River	NFS
Thayne Rest Area	THN	Flaming Gorge Reservoir-Other	FGR	Ocean Lake	OCL
Torrington POE	TOR	Fontenelle Reservoir	FNR	Other	OTR
Regional WGFD Office		Fremont Lake	FML	Palisades Reservoir	PSR
Casper Regional Office	CRO	Gelatt Lake	GEL	Pathfinder Reservoir	PFR
Cheyenne Headquarters	HQO	Glendo Reservoir	GLR	Pilot Butte Reservoir	PBR
Cody Regional Office	CYO	Granite Creek	GRC	Polecat Creek	PCC
Green River Regional Office	GRO	Granite Reservoir	GRR	Rob Roy Reservoir	RRR
Jackson Regional Office	JNO	Grayrocks Reservoir	GYR	Saratoga Lake	STL
Lander Regional Office	LRO	Green River	GRV	Seminole Reservoir	SMR
Laramie Regional Office	LEO	Greys River	GYS	Snake River Jackson	SKJ
Pinedale Regional Office	PEO	Guernsey Reservoir	GUR	Snake River Palisades	SKP
Sheridan Regional Office	SNO	Halfmoon Lake	HML	Soda Lake	SOL
Private Locations		Hams Fork River	HFR	String Lake	STR
Casper Region Private	CRP	Harrington Reservoir	HRR	Sulphur Creek Reservoir	SCR
Cody Region Private	CYP	Hawk Springs Reservoir	HWS	Upper New Fork Lake	UNF
Green River Region Private	GRP	High Savery Reservoir	HSR	Upper Snake River	SKU
Jackson Region Private	JNP	Hoback River	HBR	Upper Sunshine Reservoir	USR
Lander Region Private	LRP	Hog Park Reservoir	HPR	Viva Naughton Reservoir	VNR
Laramie Region Private	LEP	Island Lake	ISL	Wardell Reservoir	WDR
Other Private	OTP	Jackson Lake	JKL	West Newton Lake	WNL
Pinedale Region Private	PEP	Jenny Lake	JNY	Wheatland #1 Reservoir	WLR
Sheridan Region Private	SNP	Jim Bridger Pond	JBP	Wheatland #3 Reservoir	WR3
		Keyhole Reservoir	KHR	Willow Lake	WLL
		Lake DeSmet	LDM	Woodruff Narrows Reservoir	WNR

Appendix D: Glossary of Terms

Aft – a direction towards the back of the boat.

Anchor – a device used to hold a boat in place.

Ballast tank - a compartment within a boat that holds water; often used in wakeboard boats to increase wake.

Bilge – bottom, inside of the hull.

Bilge plug - a threaded or rubber plug that stops up the drainage hole of a boat near the keel and can be removed when the boat is out of the water to drain out bilge water.

Bilge pump – an electric or manual pump used to remove water from a boat.

Bow – front of the boat.

Cavitation plate - a flat metal fitting mounted horizontally above the propeller of an outboard motor or outdrive, which helps direct the flow of water into the propeller and reduces cavitation.

Centerboard - a heavy retractable fin extending through the bottom of a small sailboat to provide stability; a movable keel.

Centerboard box - a narrow box inside the hull into which the centerboard retracts.

Clean – absent of visible AIS or attached vegetation, dirt, debris or surface deposits including mussel shells or residue on the watercraft, trailer, outdrive, or equipment that could mask the presence of attached mussels.

Drain – to the extent practical, all water drained from any live-well, storage compartment, bilge area, engine compartment, deck, ballast tank, water storage and delivery systems, cooler or other water storage area on the watercraft, trailer, engine, or equipment.

Dry – no visible sign of standing water, or in the case of equipment, wetness on or in the watercraft, trailer, engine, or equipment.

Forward – a direction toward the bow.

Gimbal area – the area of attachment for an outboard motor.

High risk water – a water classified as infested, positive, or suspect for zebra or quagga mussels.

High risk state – any state with at least one high risk water.

Houseboat – a boat that has been designed or modified to be used primarily as a human dwelling. Some houseboats are not motorized, because they are usually *moored*, kept stationary at a fixed point and often tethered to land to provide utilities. However, many are capable of operation under their own power.

Hull – the physical structure of the outside of a boat.

Inboard motor/engine- engine and transmission are inside the boat and a separate drive shaft passes through the hull. A propeller is attached to the end of the drive shaft. An independent rudder is used for steering.

Inboard/Outboard motor/engine – an engine that combines the traits of both an inboard and an outboard engine. May be referred to as an “I/O”.

Infested water body - A water body that has an established (recruiting or reproducing) population of mussels.

Intakes - a through-hole fitting mounted below the waterline in a boat to draw water inboard for engine cooling or flushing.

Live-well – a compartment in a boat used to hold water for fish.

Lower unit – the bottom portion of the motor area including the propeller.

Keel – bottom most center of the hull.

Motor well - an opening in a boat's hull into which an outboard motor is lowered so that its propeller can be submerged.

Operator – the person who has command and control of the boat’s steering, propulsion, or direction.

Outboard motor/engine – a self-contained propulsion system.

Owner – the person whose name appears on the title or official documentation of a boat.

Pitot tube – a device that picks up water as a boat is moving and converts the water pressure that builds inside to miles per hour on the speedometer gauge.

Port – left side of the boat when facing the bow (front).

Positive water body - water with a confirmed positive testing result of veliger mussels in a two or more consecutive sampling events.

Propeller – a rotating wheel having several angled and twisted blades that draw water from ahead and push it behind. The propeller is the means of propulsion and maneuvering.

Propeller guard – a device that fits over the propeller for protection.

Propeller shaft – a shaft that transmits power from an engine to a propeller.

Rollers/bunks – area of the trailer that the boat sits on.

Rudder – a device that assists in steering.

Starboard – right side of the boat when facing the bow (front).

Stern – back of the boat.

Suspect water body – water with a confirmed positive testing result of veliger mussels in a single sampling event.

Through hull fitting – a water-tight opening in the hull of the boat; generally used to allow water to flow into the engine for cooling.

Transducer/depth sounder – a device used for depth-sounding or for finding fish.

Transom – vertical surface area of the stern.

Trim tabs – panels used to stabilize and balance the boat.

Undetected/Negative water - sampling/testing is ongoing and nothing has been detected, or nothing has been detected within the time frames for de-listing.

V-Drive - rear-mounted inboard motor with a standard prop shaft.

Water ballast keel – most often associated with trailered sailboats. This type of ballast assists with weight distribution during trailering versus operating. A valve is opened and water is fed into a tank into the bottom of the hull. The ballast makes the boat stable and self righting while operating. When the boat is floated back onto its trailer, the valve is opened so the water can drain out providing a much lighter transport. Some designs make it is possible to empty the tank while the boat is in the water if the boat is powering forward at 6mph or more.

Water sport toy - a sailboard, float tube, kite board or any aid to swimming or fishing that is not designed primarily for navigation.

Watercraft - any contrivance used or designed primarily for navigation on the water that is designed to be propelled by paddles, oars, sails or motors, except for sailboards, float tubes, kite boards or any aid to swimming or fishing that is not designed primarily for navigation. Amphibious vehicles designed for travel over land and water with propeller or jet propulsion systems shall be considered watercraft for the purpose of this regulation.

Wake – the moving waves, track or path that a boat leaves behind it when moving across the water.

Appendix E: List of Wyoming Game and Fish Department AIS contacts.

AIS Coordinator: Beth Bear, 307-745-5180 Ext. 256 or 307-399-6553

WGFD Regional Offices (Contact to Arrange Decontamination):

Casper Region: 307-473-3400

Cheyenne Region: 307-777-4600 or Jessica Chadwick: 307-287-5875

Cody Region: 307-527-7125 or Greg Mayton: 307-254-3554

Green River Region: 307-875-3223 or Wes Gordon: 435-232-3048

Jackson Region: 307-733-2321 or Chris Wight: 307-231-7851

Laramie Region: 307-745-4046 or Travis Kinsell: 307-287-1691

Lander Region: 307-332-2688 Greg Mayton: 307-254-3554

Pinedale Region: 307-367-7353 or Chris Wight: 307-231-7851

Sheridan Region: 307-672-7418 or Mike Locatelli: 307-683-7715

Law Enforcement:

If law enforcement is not present or near, call SALECS to find the nearest warden or other peace officer.
SALECS (1-800-442-2767)

AIS Hotline (for general information): 1-877-WGFD-AIS (877-943-3247)

Inspection Location Information: Dial 5-1-1

AIS Website (decal information, inspection locations): wgfd.wyo.gov/AIS

Course Outline

The watercraft inspection course is designed to train individuals in how to inspect watercraft and equipment that may be transporting AIS. The training also includes information on basic biology, impacts, transport vectors and distribution of AIS. The WGFD has created and maintains a training manual, *State of Wyoming Aquatic Invasive Species Watercraft Inspection Manual*, that is used as the primary educational tool and standard for inspectors. The training and manual are based on the protocols and standards developed by the Pacific State Marine Fisheries Commission (PSMFC) and complies with the “Recommended Uniform Minimum Protocols and Standards for Watercraft Interception Programs for Dreissenid Mussels in the Western US”.

Certification will be rewarded to participants who successfully pass an exam upon completion of the training course. Individuals who successfully pass the training course are considered an Authorized Inspector by the WGFD*. All certification information will be maintained by the WGFD and stored on the agency’s internal database. A list of certified inspection locations will be updated regularly and posted on the agency’s website.

Instructors

Course instructors must be approved by the WGFD as a Trainer. Trainers are authorized to provide trainings to certify others as Inspectors.

Certification Requirements

- Minimum of 4 hours classroom and hands-on instruction.
- All participants must pass an exam with a score of 80% or higher. If less than 80% on the first exam, participants can re-take the exam within one month. After one month or after two failed attempts, participants will be required to retake the training course.
- Minimum age for certification is 17 or high school graduate.
- The certification is valid for one year from the date of issue. Each participant will receive a certification ID card stating the date of issue.
- Certifications can be renewed for up to three years by taking an online recertification exam (applies to certifications after 2012). Participants must pass the online recertification exam with a score of 80%. Any individual with a score of less than 80% on the online exam will be required to retake the training course.
- The AIS program may require attendance at training courses (for those individuals with online renewal) if there are significant changes to the standards and protocols of the PSMFC or WGFD.
- Authorized Inspectors will be subject to anonymous quality control checks.
- The AIS program reserves the right to revoke an individual’s certification if it is determined the individual is not conducting inspections in accordance with the procedures outlined in the *State of Wyoming Aquatic Invasive Species Watercraft Inspection Manual*. In instances where the certification is removed as a result of deliberate misconduct, re-certification will not be allowed for up to five years. In all other cases, individuals will have the opportunity to attend a training course the following year.

Certified Inspection Location

A certified inspection location is a location or address where a Department authorized inspector may be available to conduct an inspection. An inspection is valid only when performed by a certified aquatic invasive species inspector.

Authorized inspector

An authorized inspector means an authorized aquatic invasive species inspector who has a valid certification from an aquatic invasive species training course that meets the requirements established by the Wyoming Game and Fish Department to certify inspectors for aquatic invasive species inspections.

*The WGFD may recognize authorized inspectors certified in states outside Wyoming provided their certification meets requirements established by the WGFD.

Liability

Only employees and volunteers of the Wyoming Game and Fish Department are covered under the State of Wyoming's liability insurance. Private individuals would be covered under their own liability insurance. In order to decrease the likelihood of potential damage to watercraft and liability concerns, authorized inspectors not employed by the WGFD can request that decontamination of watercraft be conducted by WGFD employed inspectors.

Appendix G: Wyoming State Statute on AIS; Title 23, Chapter 4, Section 201-206.

ARTICLE 2

AQUATIC INVASIVE SPECIES

23-4-201. Definitions.

(a) As used in this article:

(i) "Aquatic invasive species" means exotic or non-native aquatic organisms that have been determined by the commission to pose a significant threat to the aquatic resources, water supplies or water infrastructure of the state;

(ii) "Conveyance" means a motor vehicle, boat, watercraft, raft, vessel, trailer or any associated equipment or containers, including but not limited to live wells, ballast tanks, bilge areas and water hauling equipment that may contain or carry an aquatic invasive species;

(iii) "Decontaminate" means to wash, drain, dry or chemically, thermally or otherwise treat a conveyance in accordance with rules promulgated by the commission in order to remove or destroy an aquatic invasive species;

(iv) "Equipment" means an article, tool, implement or device capable of containing or transporting water or aquatic invasive species;

(v) "Inspect" means to examine a conveyance pursuant to procedures established by the commission in order to determine whether an aquatic invasive species is present, and includes examining, draining or treating water in the conveyance;

(vi) "Water sport toy" means a sailboard, float tube, kite board or any aid to swimming or fishing that is not designed primarily for navigation.

23-4-202. Prohibition on aquatic invasive species; mandatory conveyance checks; reporting.

(a) No person shall:

(i) Launch any conveyance into the waters of this state without first complying with aquatic invasive species prevention requirements established by commission rule;

(ii) Possess, import, export, ship, transport or cause to be possessed, imported, exported, shipped or transported an aquatic invasive species in this state, except as authorized by the commission;

(iii) Introduce an aquatic invasive species into any waters of the state; or

(iv) Refuse to comply with the inspection requirements or any order issued under this article.

(b) A person who knows that an unreported aquatic invasive species is present at a specific location in this state shall immediately report that knowledge and all pertinent information to the commission or a peace officer.

23-4-203. Enforcement.

(a) In order to prevent, control, contain, monitor and whenever possible eradicate aquatic invasive species from the waters of this state, the commission and the department of state parks and cultural resources shall promulgate rules and regulations to administer and enforce the provisions of this article and to establish, operate and maintain aquatic invasive species check stations in order to inspect conveyances.

(b) Every conveyance shall stop at authorized mandatory aquatic invasive species check stations in accordance with rules established by the commission and the department of state parks and cultural resources. Upon probable cause that an aquatic invasive species may be present, a peace officer may:

(i) Require the owner of a conveyance to decontaminate the conveyance; or

(ii) Decontaminate or impound and quarantine the conveyance as provided in this section.

(c) The commission, in consultation with the department of state parks and cultural resources, may restrict watercraft usage on waters of the state as provided in W.S. 41-13-211(b) upon a finding that a specific body of water is threatened with the imminent introduction of an aquatic invasive species or an aquatic invasive species has been introduced to the specific body of water.

(d) Any peace officer is authorized to stop and inspect for the presence of aquatic invasive species or for proof of required inspection any conveyance:

- (i) Immediately prior to a boat, vessel or watercraft being launched into waters of the state;
- (ii) Prior to departing from the waters of this state or a boat, vessel or watercraft staging area;
- (iii) That is visibly transporting any aquatic plant material; or
- (iv) Upon a reasonable suspicion that an aquatic invasive species may be present.

(e) A peace officer may order the decontamination of a conveyance upon a determination that an aquatic invasive species is present after conducting an inspection as provided in this section.

(f) A peace officer may impound and quarantine a conveyance if:

- (i) The peace officer finds that an aquatic invasive species is present after conducting an inspection authorized by this section;
- (ii) The person transporting the conveyance refuses to submit to an inspection authorized by this section; or
- (iii) The person transporting the conveyance refuses to comply with an order authorized by this section to decontaminate the conveyance.

(g) An impoundment and quarantine of a conveyance may continue for the reasonable period necessary to inspect and decontaminate the conveyance and to ensure that the aquatic invasive species has been completely eradicated from the conveyance or is no longer living.

(h) As provided in this subsection, every conveyance entering the state by land shall be inspected by an authorized aquatic invasive species inspector in accordance with rules established by the commission prior to contacting or entering the waters of this state. The commission shall promulgate rules establishing the dates when such inspections are required and qualifications for authorized inspectors.

(j) The commission, in coordination with the department of transportation, the department of state parks and cultural resources and the department of agriculture, is authorized to establish and inspect conveyances at mandatory aquatic invasive species check stations at ports of entry, other department of transportation facilities located near the borders of this state that meet established state and national safety and commerce requirements for the traveling public or other appropriate facilities.

23-4-204. Rulemaking authority; fees.

(a) The commission and the department of state parks and cultural resources shall promulgate rules to administer and enforce the provisions of this article.

(b) The commission shall establish and collect fees in accordance with the following:

- (i) An annual fee shall be collected by the commission for every watercraft before the watercraft enters the waters of the state. Payment of the fees shall be evidenced by a sticker placed on the bow of the watercraft or electronically as determined by commission rule or regulation. No person shall operate nor shall the owner permit the operation of any watercraft on the waters of the state without payment of the fees

provided in this section. For purposes of this paragraph, "watercraft" means any contrivance used or designed primarily for navigation on water but does not include personal flotation devices or water sport toys;

(ii) Notwithstanding W.S. 23-4-203(a) and subsection (a) of this section, fees shall be established by commission rule or regulation promulgated in accordance with the Wyoming Administrative Procedure Act;

(iii) Fees shall be established in an amount to ensure that, to the extent practicable, the total revenue generated from the fees collected approximates, but does not exceed, the direct and indirect costs of administering the regulatory provisions required under this article.

(c) Repealed by Laws 2015, ch. 41, § 2.

23-4-205. Penalties.

(a) Any person who violates the provisions of this article or any order under this article is guilty of a high misdemeanor punishable as provided in W.S. 23-6-202(a)(ii).

(b) In addition to any other criminal penalty provided in this section any person who violates any provision of this article, may be assessed civil penalties in an amount not to exceed the costs incurred by the commission and the department of state parks and cultural resources in enforcing the provisions of this article but shall not include costs associated with the eradication of an aquatic invasive species introduced into the waters of this state. The commission or the department of state parks and cultural resources may bring a civil action in any court of competent jurisdiction for civil penalties or injunctive relief.

23-4-206. Reciprocal aquatic invasive species program agreements with adjoining states authorized; water subject to agreements; implementing orders.

(a) The commission is authorized to enter into reciprocal agreements with corresponding state officials of adjoining states for purposes of providing for the recognition of aquatic invasive species programs at least as restrictive as those in Wyoming, for boating by residents of this state and adjoining states upon artificial impoundments of water forming the boundary between this state and adjoining states. The agreements may include provisions by which each state shall honor the aquatic invasive species program fees of the other state. Watercraft operators from the other state shall display proof of payment of the appropriate aquatic invasive species program fee from the other state and any additional reciprocity fee to the state of Wyoming set by mutual agreement of the states.

(b) It is the primary purpose of this section to provide a method whereby the boating opportunities afforded upon artificial impoundments of water forming the boundary between this state and adjoining states may be mutually enjoyed by the residents of Wyoming and the residents of adjoining states.

(c) The commission is authorized to establish orders as provided in this act to implement any agreements under this section.

Appendix H: Wyoming Game and Fish Commission AIS Regulation; Chapter 62.

WYOMING GAME AND FISH COMMISSION

CHAPTER 62

REGULATION FOR AQUATIC INVASIVE SPECIES

Section 1. Authority. These regulations are promulgated by authority of W.S. §23-1-102, W.S. §23-4-201 through W.S. §23-4-205.

Section 2. Definitions. Definitions shall be as set forth in Title 23, Wyoming Statutes, Commission regulations, and the Commission also adopts the following definitions:

(a) “Aquatic invasive species” is defined in W.S. §23-4-201(a)(i). Aquatic invasive species include some species known to be present in Wyoming and species with a high potential to invade, survive and reproduce.

(i) Aquatic invasive species include:

- (A) All members of the genus *Dreissena*, including, but not limited to, zebra mussel *D. polymorpha* and quagga mussel *D. rostriformis*;
- (B) New Zealand mudsnail - *Potamopyrgus antipodarum*;
- (C) Asian clam - *Corbicula fluminea*;
- (D) Rusty crayfish - *Orconectes rusticus*;
- (E) Brook stickleback - *Culaea inconstans*;
- (F) All members of the genus *Hypophthalmichthys*, including, but not limited to, bighead carp *H. nobilis*, silver carp *H. molitrix*, and largescale silver carp *H. harmandi*;
- (G) Black carp - *Mylopharyngodon piceus*;
- (H) All members of the genera *Channa* and *Parachanna* in the family Channidae (snakeheads);
- (I) Hydrilla - *Hydrilla verticillata*;
- (J) Eurasian watermilfoil - *Myriophyllum spicatum*; and,
- (K) Curly pondweed – *Potamogeton crispus*.

(b) “Authorized inspector” means an authorized aquatic invasive species inspector who has a valid certification from an aquatic invasive species inspection training course that meets the requirements established by the Wyoming Game and Fish Department (Department) to certify inspectors for aquatic invasive species inspections and decontaminations.

(c) “Certified inspection location” means a location or an address where a Department authorized inspector may be available to conduct an inspection.

(d) “High risk infested water” means a water in any state or province known or suspected to contain Dreissenid mussels. A list of all high risk infested waters will be available on the Department website.

(e) “Interstate water” means Big Horn Lake downstream from the causeway (U. S. Highway 14A) in Bighorn County, Flaming Gorge Reservoir in Sweetwater County, and Palisades Reservoir and the Snake River (South Fork Snake River) between the Greys River in Lincoln County and the Heise Bridge crossing in Bonneville County, Idaho.

(f) “Mandatory aquatic invasive species check station” means a location established by the Department at Wyoming ports of entry, other Wyoming Department of Transportation facilities located near the borders of this state that meet established state and national safety and commerce requirements

for the traveling public or other appropriate facilities where stopping is mandatory and an authorized inspector may conduct an inspection.

(g) “Seal” means a locking device affixed to a conveyance that has been inspected or decontaminated.

(h) “Valid seal receipt” means a written document issued by an authorized inspector in conjunction with a seal that contains a number matching the number on the seal and information regarding the conveyance.

(i) “Watercraft” is defined in Chapter 22, Watercraft Regulation.

(j) “Water of the state” means all waters under the jurisdiction of the state of Wyoming.

Section 3. Inspection.

(a) Compliance with aquatic invasive species inspection requirements is an express condition of allowing a conveyance to contact or enter any water of the state.

(i) Any person who refuses to permit inspection of their conveyance or refuses to complete any required removal and disposal of aquatic invasive species shall be prohibited from allowing the conveyance to contact or enter any water of the state.

(ii) If a person refuses to allow inspection of a conveyance or to complete any required removal and disposal of aquatic invasive species prior to departure from any water of the state known to contain an aquatic invasive species, the conveyance is subject to impoundment until an aquatic invasive species inspection and decontamination is completed.

(b) Authorized inspectors may inspect any conveyance. Authorized inspectors shall perform decontaminations at the direction of a peace officer or with the voluntary consent of the person transporting the conveyance.

(c) Inspections shall be conducted by:

(i) any peace officer; or,

(ii) any authorized inspector.

(d) Inspections shall be conducted in accordance with Department procedures at:

(i) a mandatory aquatic invasive species check station; or,

(ii) a certified inspection location; or,

(iii) another location where an authorized inspector is available to conduct an inspection.

(e) Any person transporting a conveyance that within the past thirty (30) days HAS BEEN in contact with a high risk infested water in any state or province, shall have the conveyance inspected by an authorized inspector prior to contacting or entering any water of the state.

(f) Any person transporting a conveyance into the state by land from March 1 through November 30, that HAS NOT BEEN in contact with a high risk infested water within the past thirty (30) days, shall have the conveyance inspected by an authorized inspector prior to contacting or entering any water of the state, unless exempted by (i) below.

(i) Any person transporting a watercraft who did not encounter a mandatory aquatic invasive species check station prior to reaching a water of the state may launch without inspection if the watercraft bears a properly affixed seal applied by an authorized inspector and is accompanied by a valid seal receipt during transit. The person transporting the watercraft may remove the seal immediately prior to launching on the destination water and must retain the seal and valid seal receipt while on the water.

(g) Any person transporting a conveyance into the state by land from December 1 through the last day of February that has not been in contact with a high risk infested water within the past thirty (30) days and did not encounter a mandatory aquatic invasive species check station prior to reaching a water of the state, is exempted from mandatory inspection.

(h) All conveyances are subject to inspection in accordance with Department procedures upon encountering a mandatory aquatic invasive species check station.

(i) Authorized inspectors shall determine if there is reason to believe that aquatic invasive species are present by interviewing the person transporting the conveyance or using visual and tactile inspection methods. As part of all inspections, all compartments, equipment, and containers that may hold water, including, but not limited to, live wells, ballast and bilge areas shall be completely drained as directed by authorized inspectors.

(j) A conveyance suspected to contain an aquatic invasive species shall be decontaminated using Department approved procedures before said conveyance shall be allowed to contact or enter any water of the state.

(k) Any person operating a conveyance may be ordered to remove the conveyance from any water of the state or any conveyance staging area by any peace officer if there is reason to believe the conveyance may contain aquatic invasive species or was not properly inspected prior to contacting or entering the water. Once removed from the water, the conveyance shall be subject to inspection and decontamination for the removal and disposal of aquatic invasive species.

(l) Any authorized inspector who, through the course of an inspection, determines that aquatic invasive species are present shall document the inspection, including but not limited to the type and number of aquatic invasive species suspected or detected and identification of the conveyance, including license plate numbers and watercraft registration number, if available. The authorized inspector shall advise the operator that the conveyance shall be required to be decontaminated according to Department procedures as soon as possible. Only peace officers have the authority to order decontamination, impoundment, or quarantine of a conveyance.

(m) Once a conveyance is inspected or decontaminated, a seal may be affixed to the conveyance by a peace officer or authorized inspector. A copy of the completed valid seal receipt shall accompany all seals. Seals shall be affixed to a conveyance in accordance with Department procedures. A seal, once properly affixed to a conveyance and when accompanied by the valid seal receipt, certifies a proper inspection or decontamination procedure. The person transporting a conveyance sealed by an authorized inspector may remove the seal at their discretion. The Department may recognize a properly affixed seal applied by an authorized inspector from a state or province with a Department approved aquatic invasive species program if the seal is accompanied by a valid seal receipt. It shall be a violation of this regulation for any person to attempt to reattach any seal once it is removed from a conveyance.

Section 4. Decontamination.

(a) The Department shall only recognize decontamination methods described in this Section as proper Department procedures. All decontaminations shall be completed following all applicable laws, disposal methods, recommended safety precautions, safety equipment, and Department approved procedures.

(b) Decontamination shall be achieved by removal of the conveyance from any water body and eliminating the water from all compartments, equipment, and containers that may hold water, including but not limited to live wells, ballast tanks and bilges for a length of time as determined by the Department not to exceed thirty (30) days.

(c) If decontamination is not achieved by removal of the conveyance from any water body for at least thirty (30) days, the following requirements apply:

(i) Decontamination of water compartments, equipment or containers in a conveyance to address the potential presence of an aquatic invasive species shall be accomplished by rinsing and flushing with water of at least one hundred twenty (120) degrees Fahrenheit.

(ii) Decontamination of the exterior of a conveyance shall be accomplished by removing or destroying all aquatic invasive species, mud, plants, and organisms. The entire exterior of the conveyance and all intakes shall be thoroughly washed with water of at least one hundred forty (140) degrees Fahrenheit. A high pressure (minimum of 2500 psi) water wash or scrubbing will be used as necessary.

(iii) All compartments, equipment and containers that hold water including, but not limited to live wells, ballast and bilge areas, shall be flushed with water of at least one hundred twenty (120) degrees Fahrenheit but not at high pressure. If a bilge pump is present, it shall be operated until the bilge appears to be empty. The lower unit of the engine shall be thoroughly flushed with water of at least one hundred forty (140) degrees Fahrenheit.

(iv) After decontamination an authorized inspector or peace officer shall re-inspect the conveyance to ensure complete decontamination has occurred prior to the release of the conveyance.

(v) Proof of decontamination shall consist of a properly affixed seal and valid seal receipt or a copy of the Department decontamination form if no seal was applied.

Section 5. Impoundment and Quarantine.

(a) A peace officer may impound and quarantine a conveyance as provided in W.S. §23-4-203.

(b) If the person in charge of the conveyance is not the registered owner, the registered owner shall be notified by mail, return receipt requested, within ten (10) days of the location of the impounded conveyance. Such notification shall also include contact information for the peace officer ordering the impoundment. If the registered owner is present when the conveyance is ordered impounded, then the same information shall be provided to the registered owner at the time the impound order is issued.

(c) All impounded conveyances shall be held at the risk and expense of the owner. A conveyance held under impound for non-compliance with this regulation shall only be released after a peace officer is satisfied by inspection or quarantine that the conveyance is no longer a threat to the aquatic resources, water supplies, and water infrastructure of the state.

(d) Duration of conveyance quarantine shall be determined by the Department, shall be sufficient to allow decontamination, and shall not exceed thirty (30) days.

(e) An impounded conveyance shall not be released until a Department impound release form is signed and executed by a peace officer. It is the responsibility of the owner to coordinate with the Department for the release of the conveyance.

Section 6. Mandatory Reporting of Aquatic Invasive Species.

(a) Identification of an aquatic invasive species through sampling and monitoring procedures at a location where that species has not been known to exist shall be reported immediately to the Department.

(b) Any person who knows that an unreported aquatic invasive species is present at a specific location in Wyoming shall report the aquatic invasive species presence within forty-eight (48) hours to the Commission, the Department, or any peace officer. An aquatic invasive species report shall include the date and time of the detection of the aquatic invasive species, the exact location of sighting (water body and specific location on the water body), the suspected species, and the name and contact information of the reporter. Samples collected of suspected aquatic invasive species shall be submitted to the Department within forty-eight (48) hours.

Section 7. Aquatic Invasive Species Check Stations.

(a) All mandatory aquatic invasive species check stations shall be signed.

(b) Check stations shall be operated in accordance with Department procedures.

(c) Lists of mandatory aquatic invasive species check stations and certified inspection locations shall be provided on the Department website.

Section 8. Aquatic Invasive Species Program Decal.

(a) An aquatic invasive species program fee may be assessed as part of the Department's motorized watercraft registration fee. A current, properly affixed combination motorized watercraft registration and Aquatic Invasive Species Program Decal shall be proof of payment of this fee. Proof of combination decal purchase may be used in lieu of a properly affixed decal for up to fifteen (15) days from date of purchase

(b) All owners or operators of motorized watercraft registered outside of Wyoming, any owners or operators of Wyoming registered watercraft that have not paid the aquatic invasive species program fee as part of their watercraft registration fee and all owners or operators of non-motorized watercraft shall purchase an Aquatic Invasive Species Program Decal valid for the current calendar year prior to contacting or entering any water of the state. Purchase of this decal shall be evidenced by an Aquatic Invasive Species Program Decal properly affixed to the watercraft. Proof of decal purchase may be used in lieu of a properly affixed decal for up to fifteen (15) days from date of purchase. For the purpose of this Section, all non-motorized inflatable watercraft ten (10) feet in length or less are exempt from this decal provision.

(c) Aquatic Invasive Species Program Decals shall not be limited in number and shall be sold through the Electronic Licensing System (ELS), designated license selling agents, and authorized personnel. The price of the decal shall be ten dollars (\$10) for motorized watercraft registered in Wyoming and thirty dollars (\$30) for motorized watercraft registered outside of Wyoming. The price of the decal shall be five dollars (\$5) for non-motorized watercraft owned by a Wyoming resident and fifteen dollars (\$15) for non-motorized watercraft owned by a nonresident.

(i) Owners or operators of motorized watercraft required to purchase an Aquatic Invasive Species Program Decal shall display the decal on the starboard (right) side of the bow six (6) inches left of and directly in line with the watercraft registration decal. Non-motorized watercraft owners or operators shall display the decal on the bow in such a manner that the decal shall be visible when the watercraft is underway. Only the Aquatic Invasive Species Program Decal which is currently valid shall be displayed.

(ii) In the case of rental watercraft, it shall be the responsibility of the rental watercraft owner to ensure that a valid Aquatic Invasive Species Program Decal is properly displayed on the watercraft.

(d) Owners of multiple non-motorized watercraft may transfer valid decals between their own non-motorized watercraft, however, each non-motorized watercraft shall display a valid decal while contacting any water of the state.

WYOMING GAME AND FISH COMMISSION

By: _____
Charles C. Price, President

Dated: November 5, 2015