WYOMING

AQUATIC INVASIVE SPECIES

WATERCRAFT INSPECTION

AND DECONTAMINATION MANUAL



Conserving Wildlife – Serving People

Revised 2019

Recommended Citation

Wyoming Game and Fish Department. 2019. State of Wyoming Aquatic Invasive Species Watercraft Inspection and Decontamination Manual. Wyoming Game and Fish Department, Cheyenne, Wyoming.

Revised March 2019

Table of Contents

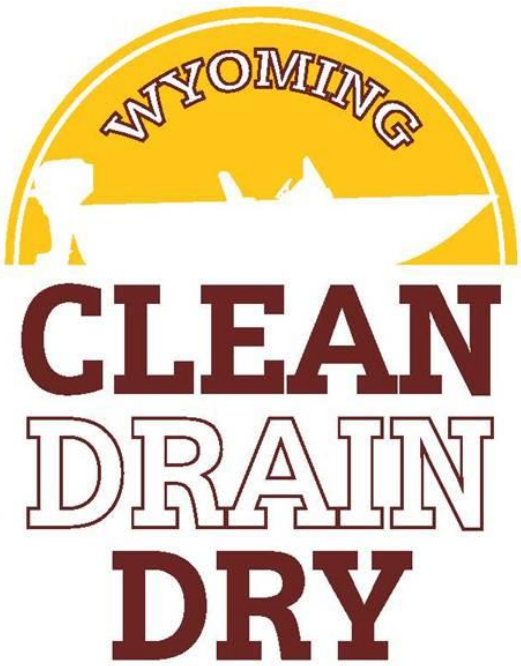
What are Aquatic Invasive Species (AIS)? 1
What is the purpose of this AIS manual? 1
What are zebra and quagga mussels? 1
How did the mussels get to North America? 2
Why should we be concerned about zebra and quagga mussels? 3
What can we do? 4
Working with the public - Frequently Asked Questions (FAQs) 5
What types of inspections will I do? 9
What are my priorities as an AIS inspector? 9
Which watercraft poses the highest risk for transporting mussels and other AIS? 11
What equipment do I need for inspections and decontaminations? 12
Where should watercraft inspection and decontamination stations be located? 13
What is the protocol for Standard AIS Inspections? 13
Watercraft Inspection Flowchart 15
What is a Watercraft Seal? 16
What is a Watercraft Inspection Receipt? 18
What if a watercraft contains standing water? 19
What is the protocol for High Risk AIS Inspections? 20
High Risk Inspections – Where Do I Inspect? 21
How do I deal with Live Baitfish? 22
Live Baitfish Protocol 24
What is the Standard Watercraft Decontamination Protocol? 25
What types of decontaminations will I do? 25
What is a Watercraft Decontamination Receipt? 26
Standing Water Decontamination 27
- Live-wells and holding compartment 27
- Bilge 28
- Ballast tanks 29

Motor Flush Decontamination 30
- Outboard and Inboard/Outboard engine 30
- Inboard engine 31
- Jet ski 32
- Jet boat 33

Plant Decontamination 34
Full Decontamination for Confirmed or Suspected AIS 35
Supplemental Watercraft Decontamination Form 36
What is the protocol if mussels or other possible AIS are found on watercraft? 37
Suspected AIS Collection Form 38
Suspected Watercraft Damage Form 38
What options does the boater have if a watercraft decontamination unit is not available? 39

Table of Contents

What if the boater will not allow a High Risk Inspection or Decontamination? 39
What are the recommended quarantine times for mussel encrusted watercraft?..... 39
What other Aquatic Invasive Species is Wyoming concerned about? 40
Appendix A: Special Considerations when conducting inspections on various watercraft..... 44
Standard Watercraft..... 44
Inboard Boat 45
Pontoon 46
Personal Watercraft (PWC) 46
Sailboat/Houseboat 47
Non-Motorized Watercraft 48
Appendix B: Map of high risk states and high risk waters..... 49
Appendix C: List of location codes 50
Appendix D: Glossary of Terms 51
Appendix E: List of Wyoming Game and Fish Department (WGFD) contacts 54
Appendix F: WGFD Watercraft Inspection and Decontamination Certification Guidelines 55
Appendix G: Wyoming AIS Statute..... 57
Appendix H: Wyoming Game and Fish AIS Regulation Chapter 62 60
Appendix I: Does my watercraft require an AIS Decal?..... 66



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 invasives 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 and decontamination 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?

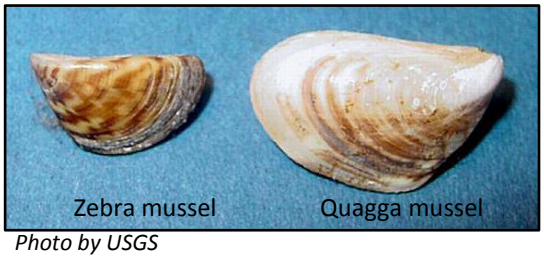


Photo by USGS

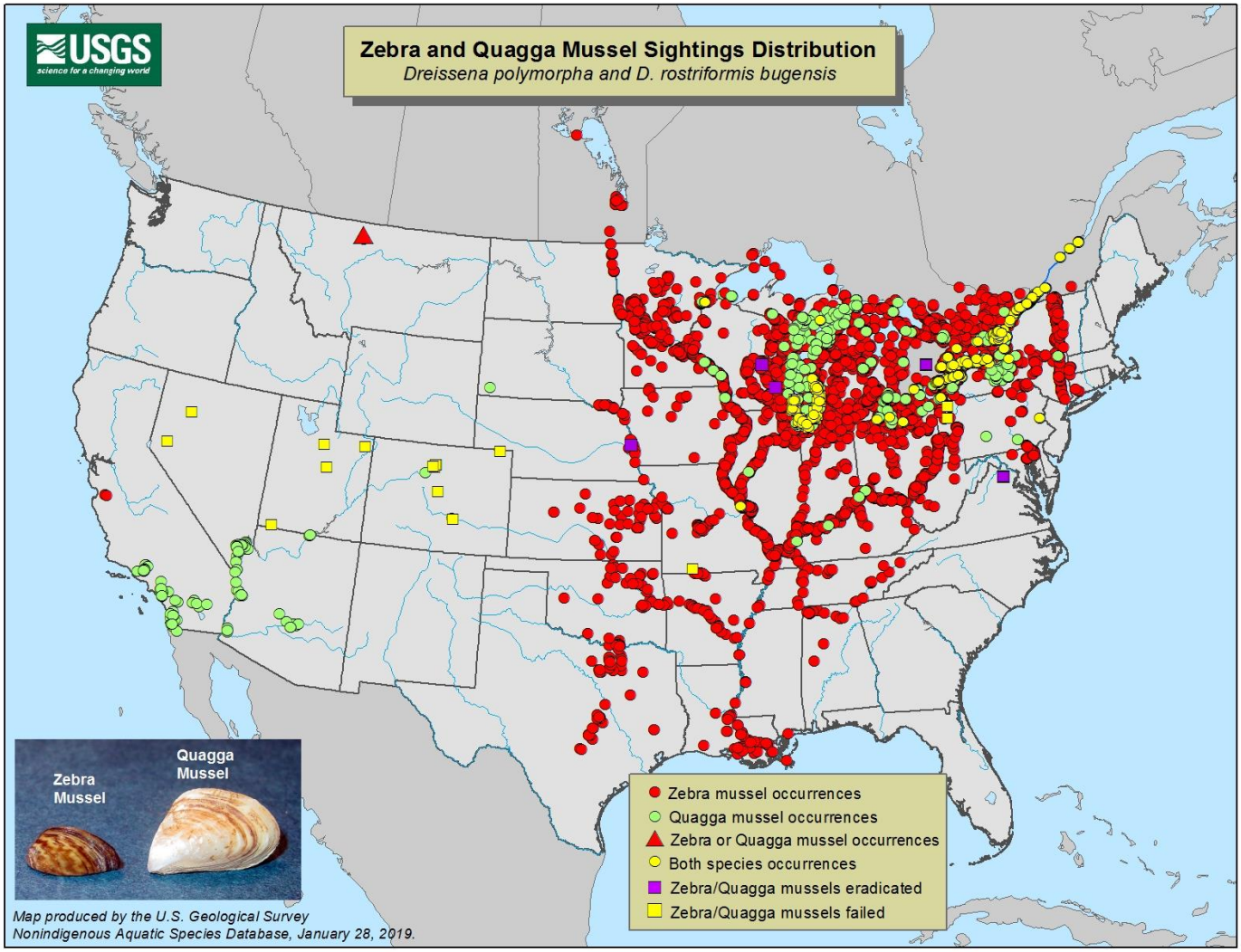
Zebra and quagga mussels are freshwater bivalve mollusks (animals with two shells). It is very difficult to tell the two species apart in the field. The shell color of both mussels varies from a yellowish to darker brown, often forming stripes. Larvae are microscopic whereas adults can reach up to two 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.

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 43 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 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/. New mussel populations were discovered in Nebraska, South Dakota and several other Midwest states in 2018.

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.

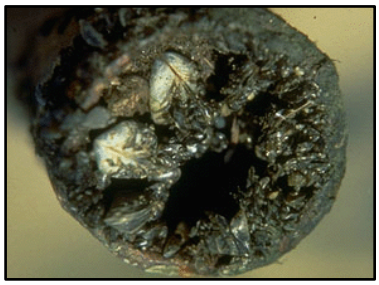


Photo by Craig Czarnecki

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.

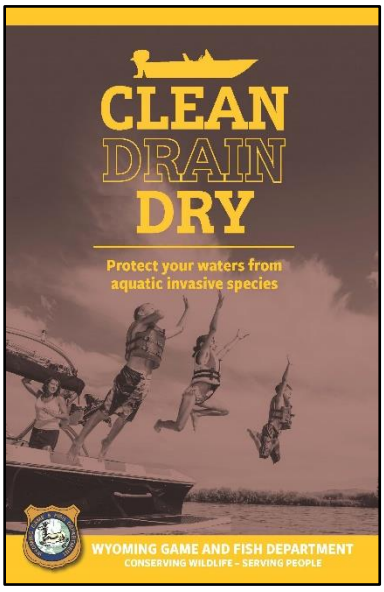
They are very difficult to eliminate.
In only two instances have managers been able to eradicate zebra mussels. In Virginia, a large volume of chemical was used to treat a small, unconnected pond to kill the adults and larvae. Managers in Nebraska drained Lake Zorinsky, a 255 acre public lake, for a 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 in 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 **CLEAN- DRAIN - DRY** and explain why boaters need to do it ***each time*** they use their watercraft. If watercraft are cleaned, drained and dried in between waters, AIS are unlikely to be moved to another water.

Working with the public—
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 Colorado, Utah, Montana, South Dakota, and Nebraska. You can help protect Wyoming's waters by making sure you "Clean, Drain, 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 40-43 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 billon since their initial invasion and cost power companies alone over $3 billion according to 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:

- **CLEAN** all plants, mud and debris from equipment and watercraft. Flush all interior compartments and inboard motors.
- **DRAIN** all water from your watercraft including the ballast, bilge, live-well and motor. Leave wet compartments open to dry. Bilge, ballast and live-well plugs must be removed when leaving a water and stay open during transport in Wyoming.
- **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 travel with my bilge plug out?
In 2017, a revision to the AIS regulation (Chapter 62) requires watercraft users to remove all visible vegetation, bilge, ballast, and live-well plugs when leaving a water and also requires bilge plug and other water barriers to remain out/open during transport in Wyoming.

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 49 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 or call a regional office with any questions.

What is a watercraft inspection?
At an AIS check station, 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 rest areas 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.

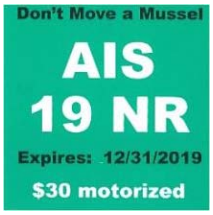
How long will an inspection take?
A standard inspection will take 2-3 minutes. A high risk inspection is more thorough and may take 5-30 minutes depending on the type and size of watercraft.

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 Clean, Drain, and Dry procedure. Transporting a clean and dry watercraft will allow you to quickly move through the inspection process. One new regulation for 2018, 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 with a receipt 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.

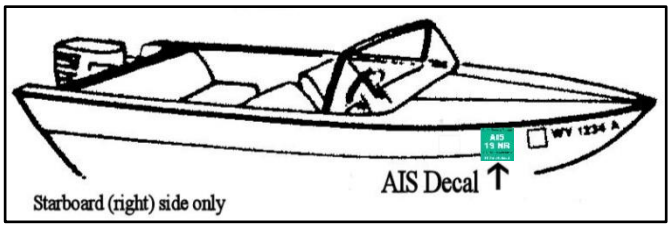


What will the AIS decal fees be used for?
Fees collected for the decal will help fund the AIS program in Wyoming. These fees assist in providing programs to educate the public about AIS and prevention efforts to keep AIS from being introduced into Wyoming such as watercraft inspections, enforcement, 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 Clean, Drain, and Dry protocol.

Does my watercraft require an AIS Decal?
See Appendix I on page 66.

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.
Permit is required. **Non-motorized:** $5 for 7 days or $10/season, **Motorized:** $10 for 7 days or $20/season

What are the AIS Decal Requirements in Neighboring States?
Colorado: None
Idaho: $5 for non-motorized, $10 for motorized ID residents, $20 for motorized non-residents
Montana: AIS Fee on fishing license; $2 for MT residents and $15 for non-residents
Nebraska: Motorized boats only; $5 added to resident registration and $15 AIS Stamp for non-residents
South Dakota: None
Utah: None

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 or at state borders. 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 suspect or 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 5 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 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 **Clean – Drain – Dry**

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.

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. Bilge, ballast and live-well plugs must be removed when leaving a water and stay open during transport in Wyoming.

Dry—There should be no visible sign of standing water or wetness on or in the watercraft, trailer, engine, or equipment. Dry 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**! You will contact hundreds of boat owners during the season and their experience with the program will depend on you. 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
You must be able to inspect a large number of watercraft quickly and thoroughly. Work quickly to avoid traffic build-up and boater frustration at the inspection site, but you must **perform inspections the same way each time and be thorough** enough to assess the risk of all watercraft. The *Agency Inspection Flowchart* (page 15) 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. Decontaminate
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 collect samples of the suspected AIS, and then complete the *Watercraft Decontamination Receipt* (page 26), the *Supplemental Watercraft Decontamination Form* (page 36), and the *Suspected AIS Collection Form* (page 38) if suspect AIS are found. In rare instances, you may require the assistance of law enforcement personnel to decontaminate a watercraft. Law enforcement is required if a person refuses an inspection or decontamination.

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 mussel is 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. Information to determine the length of quarantine required for a watercraft is discussed in more detail on page 39.



CLEANDRAINDRY
WYOMING

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 and do not require an inspection. 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 Clean, Drain, 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 and decontaminations?

A designated inspection area should be identified with signage identifying its location. Inspectors will need to be sure the following equipment and materials are available:

Safety Equipment

- ☐ Traffic cones
- ☐ Trailer chocks (optional)
- ☐ First Aid Kit
- ☐ Inspection station signage
- ☐ Warning light (amber light)

Inspection Staff Equipment

- ☐ Staff identification (shirt, name tag, hat)
- ☐ Chair
- ☐ Drinking water
- ☐ Access to shelter in case of weather
- ☐ Sun block
- ☐ Trash bags

Inspection Equipment

- ☐ Inspection checklists/forms
- ☐ Receipt Book
- ☐ Radio or cell phone
- ☐ Clipboard
- ☐ Pen/pencil
- ☐ Inspection mirror
- ☐ Bilge pump
- ☐ Sponge
- ☐ Wire seals and seal receipts
- ☐ Wire cutters

Inspection equipment continued

- ☐ Magnifying glass
- ☐ Flashlight
- ☐ Clean water supply at the check station
- ☐ Bait fish buckets
- ☐ Wrench
- ☐ Electronic data recorder

Decontamination Equipment

- ☐ Decontamination unit with attachments
- ☐ Catch basin and pump
- ☐ Watercraft decontamination forms
- ☐ Safety glasses
- ☐ Gloves
- ☐ Digital camera
- ☐ Tool kit
- ☐ Garden hose
- ☐ Earplugs
- ☐ Coveralls
- ☐ Infrared thermometer
- ☐ Specimen collection kit

Educational Materials

- ☐ AIS brochures
- ☐ Boating regulations
- ☐ Fishing regulations





Where should watercraft inspection and decontamination stations be located?

Ideally, AIS inspections, draining, and decontamination should be located in the same general area. There should be clear control points so that watercraft can be prevented from launching until they have been through the AIS check station. The location should be far enough from the water or boat ramp that drained bilge/ballast/well water cannot flow into the water body. Decontaminations should be conducted away from the water and water should be collected in a catch basin if necessary. Collected water can then be pumped to a "high and dry" location for evaporation.

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 *Agency Inspection Flowchart* provided in this manual (page 15) will assist you in performing the inspection quickly and efficiently. **You must complete an inspection receipt (page 18) 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.**

Direct Watercraft to Inspection Site and Initiate Contact

The importance of education cannot be overemphasized. Only a few reservoirs or lakes in Wyoming will have an AIS check station, 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, **Clean- Drain- Dry**, and explain why it is important to always keep their watercraft and gear clean, drained 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 and that all plugs must be removed and remain open during transport in Wyoming.**

Ensure Personal and Public Safety

Aquatic invasive species check stations should be designed to handle a lot of traffic and should have clear signs and unambiguous lane designations. 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 16). When a watercraft is inspected at an off-water location (i.e. border check station, WGFD regional office, certified inspection location, or private authorized inspector) 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. In addition, a seal may be placed on a boat after an exit inspection on watercraft leaving a water. A seal should also be placed on a boat after decontamination if the boat is not launching immediately after. If a watercraft enters your inspection station and has a wire seal, follow the protocol outlined on page 16.

Determine Risk Factors

You will need to look at a lot of watercraft quickly and determine if there is 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 20). 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. You 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 feel 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 a risk of transporting AIS, 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, complete a *Watercraft Decontamination Receipt* (page 26) and supplemental forms, then send the watercraft and trailer to decontamination.

Ensure the Watercraft is Drained

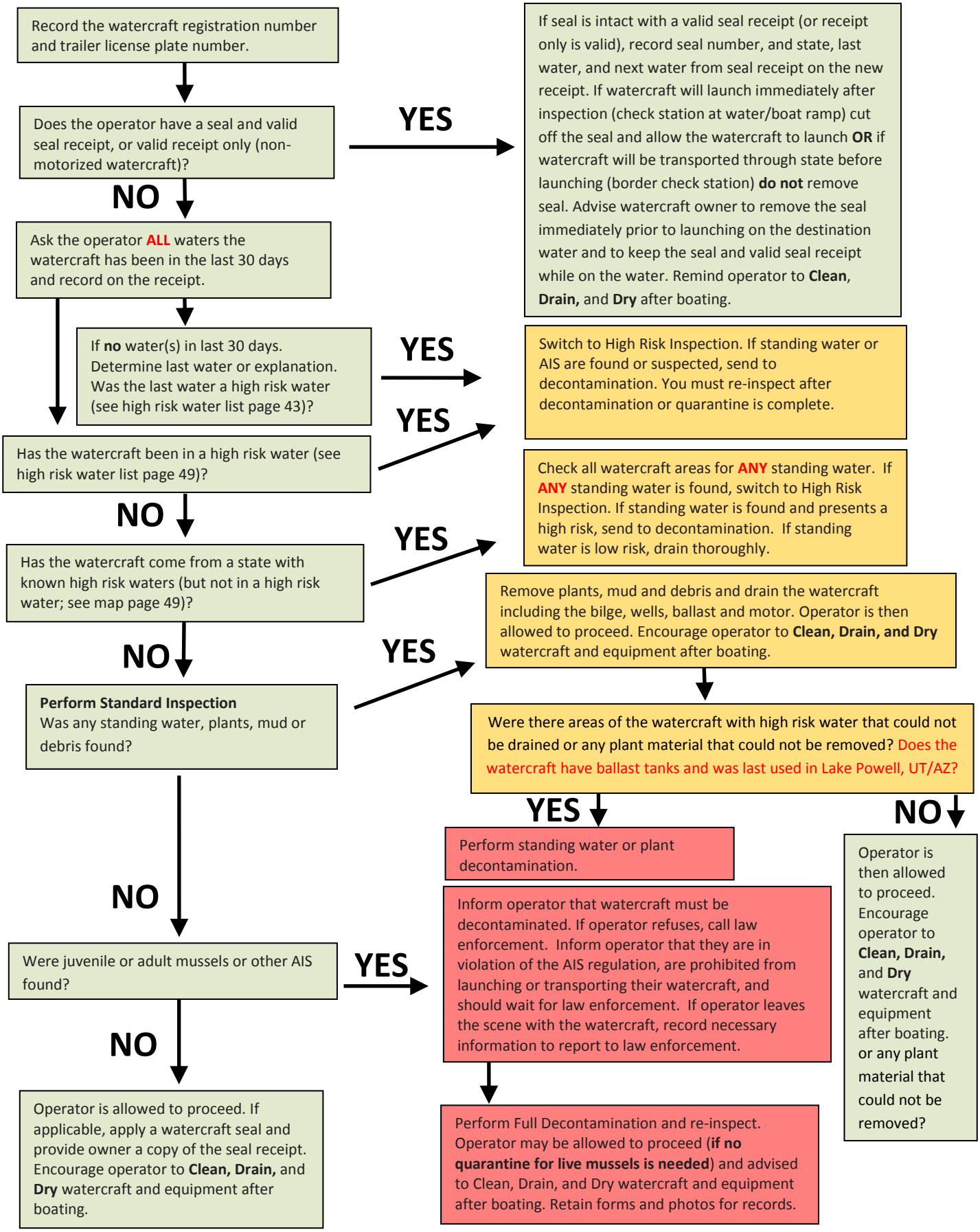
Ask the owner to **remove** the **bilge plug** (and other plugs if needed) and drop the motor to show the watercraft is drained. You may need to get into the watercraft to look in the bilge, live-wells or other holding areas. Ask for permission and **ask the owner to climb in first**. Follow the owner 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** any **bilge pumps if needed** 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 19 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. **All plugs and other water barriers must be removed and remain out/open during transport in Wyoming.** Using the guidelines on page 19, 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, ask operator to start the jet ski and quickly rev the throttle to no more than ½ power 2 to 3 times, to blow out any residual water from inside the motor (called "burping the motor"). The motor should be run for no more than 30 seconds.



Closeout

When the inspection is completed, remind the boater to travel with the bilge and other plugs out during transport and to replace the bilge plug immediately prior to launching. The owner is responsible for ensuring their watercraft is water-tight. **Thank** the owner and tell them they can launch. Remind them to **Clean, Drain, and Dry** upon exiting.

What is the protocol for inspecting all watercraft?



What is a Watercraft Seal?

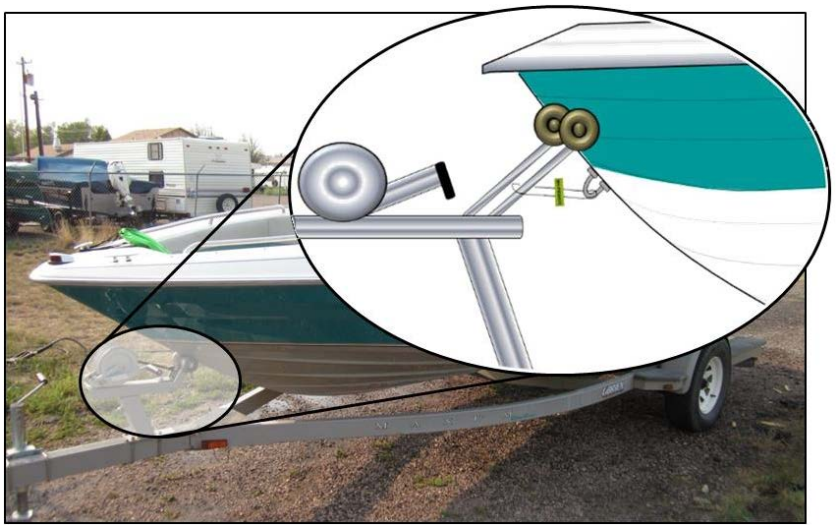
Wyoming agency inspectors will use a brown watercraft seal with the lettering "WY-AGENCY" in yellow, that will connect the watercraft to the trailer to document inspections and decontaminations. Wyoming private inspectors will use a yellow watercraft seal with the lettering "WY-PRIVATE" that will connect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



Modified from Colorado Parks and Wildlife

Watercraft will get a brown seal if…

- The watercraft has undergone and passed a standard or high risk inspection by a state authorized AIS inspector.
- The watercraft has undergone decontamination by a state authorized AIS decontaminator or has undergone a quarantine time.

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.
- To ensure that the serial number on the seal receipt cannot be falsified, inspectors must record the application of the seal and the seal's serial number and the watercraft registration.

How do I treat an incoming watercraft with a seal?

A watercraft entering a check station with a watercraft seal is **not** allowed to proceed immediately. You must verify that the watercraft seal and receipt are valid and that there is no evidence of tampering on the seal. On a new Inspection Receipt, record all boater information in the "Watercraft Information" fields only, including seal number and issuing state, then issue receipt to boater to accompany previous receipt and seal. Watercraft with a seal may proceed if:

- Watercraft has a valid seal receipt **and**
- Watercraft seal is intact and has not been tampered with **and**
- Watercraft has **not** been used in a high risk water without having been decontaminated.

If not, perform a standard inspection.

***Watercraft seals from high risk waters will not be honored unless receipt indicates decontamination was conducted.**

Do I remove the watercraft seal?

If the watercraft will launch immediately after the inspection (check station at water/boat ramp) cut off the seal (after asking the owner), advise the watercraft owner to keep the broken seal and valid seal receipt while on the water, and allow the boater to launch. However, if the watercraft will be transported through the state before launching (border check station, regional office) **do not** remove the seal. **Advise the watercraft owner to remove the seal immediately prior to launching on the destination water and to keep the broken seal and valid seal receipt with them while on the water.**

What other colored seals might I see on watercraft?

Several western states have implemented a watercraft seal program as part of their AIS watercraft inspection programs. Below is a guide to these seals. Unless specified, the State of Wyoming will honor seals listed below and allow the watercraft to proceed without further inspection if the seal is intact, seal receipt is valid, and watercraft was not used on a high risk water in the last 30 days without having been decontaminated. If a watercraft has a seal not included in the table below or has a seal with no receipt, DO NOT accept and proceed with inspection.

SEAL COLOR	STATE	ENTITY	DESCRIPTION
Blue	Utah	State of Utah	Boat Passed a Successful Full Decontamination. Receipt Given. *NOTE: Seals are not given for inspection alone. **High Risk inspection required if watercraft was last used in Lake Powell**.
Green	Colorado	All Agencies Statewide	Boat Passed a Successful Inspection and/or Decontamination. Receipt Given.
Red	Oregon	State of Oregon	Boat Passed a Successful Full Decontamination. Boat is required to submit to quarantine after decontamination and red tagged boats have not yet completed the quarantine. Receipt Given.
Yellow	Oregon	State of Oregon	Boat Passed a Successful Inspection. Receipt Given.
Brown with Yellow lettering	Wyoming	Wyoming Agency Inspector	Boat Passed a Successful Inspection and/or Decontamination. Receipt Given.
Yellow with brown lettering	Wyoming	Wyoming Private Inspector	Boat Passed a Successful Inspection Receipt Given.
Orange	Idaho	State of Idaho	Boat Passed a Successful Inspection and/or Decontamination. ID will only issue a receipt if requested by boater.
White	Montana	State of Montana	Boat Passed a Successful Inspection and/or Decontamination. Accept only if Receipt Given.

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 50 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 (O = outboard, I/O = inboard/outboard, I = inboard, NM = non-motorized, PWC – personal watercraft/jet ski, JET = jet boat).
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, circle whether it is a standing water decon, motor flush decon, plant decon, or full decon. You must also complete the Watercraft Decontamination Receipt.
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 – AGENCY

Inspection Location:	Inspection Date:	Inspection Time:	Inspector ID:
GRO	7/2/2019	8:00 am	279

Watercraft Reg # or Type of Watercraft: *(ex: WY123B, Canoe, 2 Rafts)*	Trailer/Vehicle Plate #:	Motor Type:	Watercraft Already Has Valid Seal?
WY123B	WY4-1234	O I (I/O) NM PWC JET (circle one) Other-	Yes (No) *If yes, circle standard inspection, record seal serial number and state, last water, and next water*

Last Water, State:	Date Last Used:	Next Water, State:	Seal Serial Number/State:
Lake Powell, UT Strawberry Res, UT **ALL waters used in last 30 days*	6/15/2019 **Valid Decal/Receipt:** (Yes) No NA	Flaming Gorge Reservoir, WY	** If watercraft has valid seal do not fill out portions below*

STANDARD INSPECTION (Circle Yes or No)

PROCEDURE (circle when completed): (HULL/EXTERIOR) (TRAILER) (MOTOR) (LIVE WELL) (BILGE) (BALLAST) (ANCHOR)

Standing Water:	Bilge Plug Out:	Plants Attached:	High Risk Inspection:
(Yes) No *If yes, indicate where:* Ballast and bilge	Yes (No) *If no, remove to drain*	Yes (No) *If yes, remove all plants*	(Yes) No *If yes, complete high risk information below*

HIGH RISK INSPECTION INFORMATION (Circle Yes or No)

Used in High Risk Water:	Used in High Risk State:	Other:
(Yes) No	(Yes) No	(Yes) No *If yes, explain:* Standing water in ballast and bilge

DECONTAMINATION PROCEDURE (Circle Yes or No) **– Must Complete Watercraft Decontamination Form**

Standing Water Decon:	Motor Flush Decon:	Plant Decon:	Full Decon:
(Yes) No	(Yes) No	Yes (No)	Yes (No)

CLOSEOUT PROCEDURE

Seal Applied:	Serial Number of Seal Applied:	Decon ID#
(Yes) No Receipt Only	1231235	GRO-070219-WY123B

AN AIS DECAL IS REQUIRED* BEFORE LAUNCHING ON WYOMING WATERS Database Entry Date:

(**Not required on non-motorized inflatable watercraft 10 feet or less, or if not launching in Wyoming*)

Inspection Location Copy

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 conduct 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 any watercraft with ballast tanks were last used in Lake Powell, UT/AZ, it is a mandatory standing water decontamination of the ballast system and sea strainers (if present), regardless of any previous inspection/decontamination performed out of state**

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.

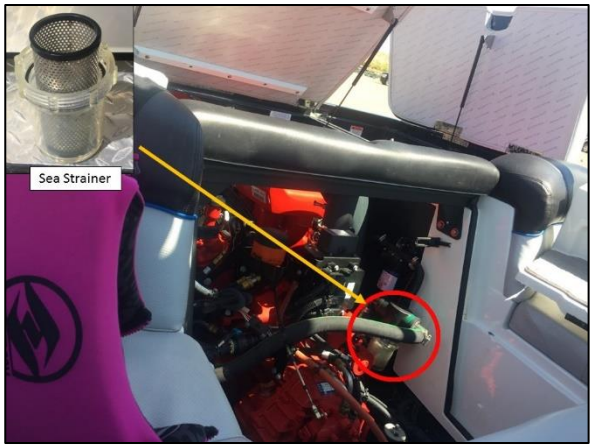
A High Risk Inspection is **required** if:

- 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 to remove any sea strainers. Make sure other inspectors are safely away from the propeller and the bilge outlets before pumps are activated.
- All plugs (ballast, bilge, live-well) must be removed and stay out/open during transport.
- All vegetation and mud must be removed from all areas of the watercraft including sea strainers.

If sandpapery bumps, mussels, plant material or gelatinous masses are found that you reasonably believe could be potential AIS, conduct a full decontamination. Also, using the procedures on page 19, 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.

High Risk Inspections – Where Do I Inspect?

For use conducting a high risk inspection. This checklist in not required for each high risk inspection, but is available at your inspection location if you prefer to use it to guide you through the process.

Watercraft Exterior

- ☐ Entire hull
- ☐ Trim tabs (top and bottom)
- ☐ Through hull fittings
- ☐ Transom
- ☐ Transducers
- ☐ Pitot tubes
- ☐ Anchors and ropes
- ☐ Depth sounders
- ☐ Water intakes/outlets
- ☐ Recessed bolts
- ☐ Motor well
- ☐ Cavitation plate(s)

Trailer

- ☐ Rollers, bunks, pads
- ☐ License plate
- ☐ Trailer lights
- ☐ Trailer wiring
- ☐ Trailer frame including:
  - ☐ Hollow tubes
  - ☐ Indentions in curved beams
- ☐ Trailer springs
- ☐ Fenders
- ☐ Wheels and tires

Motor

- ☐ Exterior housings
- ☐ Propeller and assembly
- ☐ Propeller shaft/supports
- ☐ Propeller guards
- ☐ Rudders
- ☐ Lower unit

Motor continued

- ☐ Gimbal Area
- ☐ Water intakes/outlets
- ☐ Recessed bolts
- ☐ Hydraulic rams

Interior/Equipment

- ☐ Bait and live-wells
- ☐ Ballast tanks
- ☐ Activate ballast pumps if unable to see tanks
- ☐ Bilge
- ☐ Water pump systems
- ☐ Floats: Float belts, PFD's
- ☐ Fishing and hunting gear
- ☐ Rope and equipment lockers
- ☐ Anchors
- ☐ Drift socks
- ☐ Nets
- ☐ Bumpers
- ☐ Water skis and ropes
- ☐ Other equipment

Other

- ☐ Foot recesses (PWC)
- ☐ Centerboard box (sailboat)
- ☐ Keel (sailboat)
- ☐ Water (filled) keel
- ☐ Retractable keel
- ☐ Rudder and transom (sailboat)

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 24).

If the live-well has water but no live baitfish use *Standing Water Protocol* (page 19) 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 23). 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 42). 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):***
	Number of Fish Sold or Transferred:
City:	
State:	**Origin (Separate receipts are required if both were purchased):**
Zip:	☐ **Commercially produced live baitfish (fathead minnows)**
Dealer's License Number:	☐ **Wild caught (including fathead minnows)**

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:**

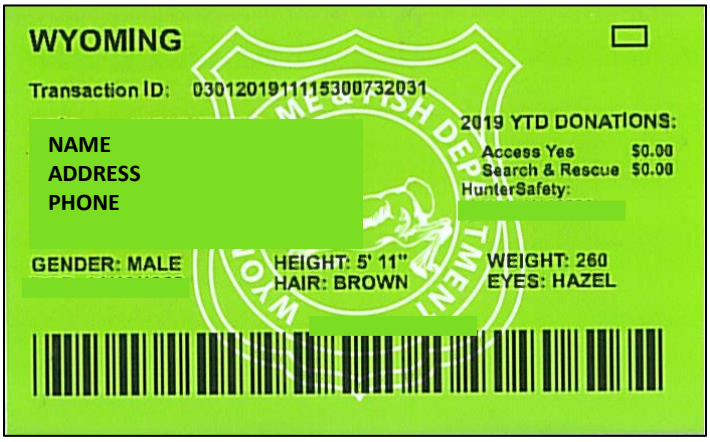
For use per Wyoming Game and Fish Commission Regulations only as follows:

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.

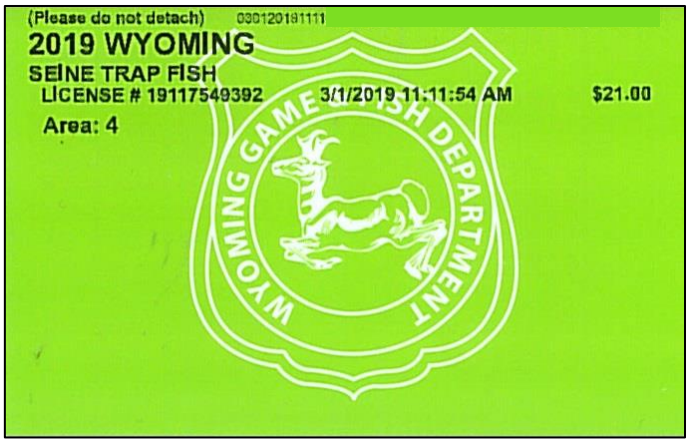
Wild caught live baitfish shall be used and possessed **only within the ONE use and possession area specified** on the seining license used to collect them. This includes fathead minnows seined or trapped in the wild, then purchased from a live baitfish dealer. Expiration date; A receipt for wild caught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

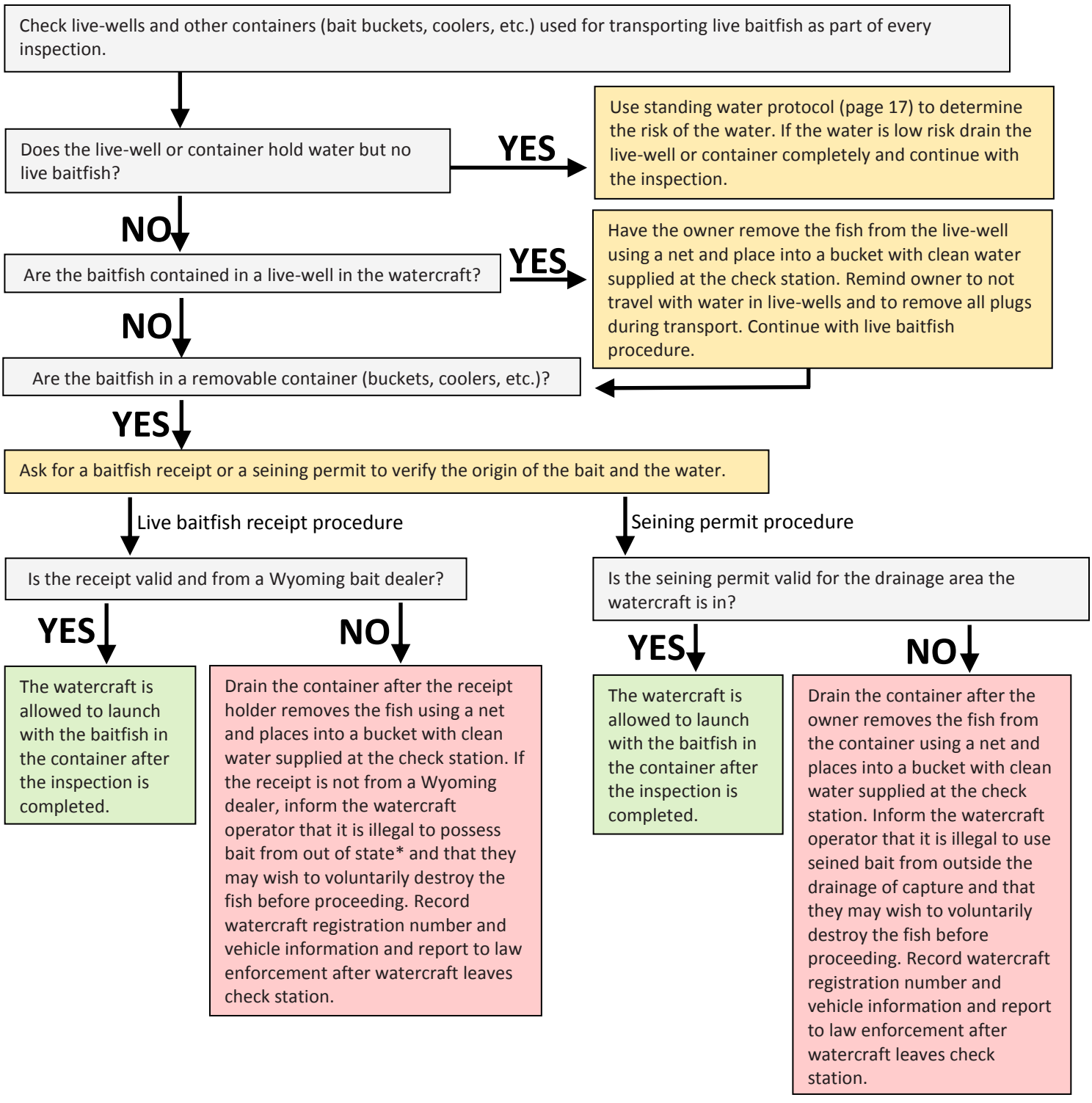


Copy of a Wyoming Live Baitfish Receipt.



Copy of seining and trapping permit.

Live Baitfish Protocol



What is the Standard Watercraft Decontamination Protocol?

To ensure that zebra and quagga mussels and other AIS are removed and destroyed to the best of our ability, standard watercraft decontamination protocols include:

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—The removal 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—Inspectors must report all full decontaminations for suspected AIS by emailing ReportAIS@wyo.gov and mailing a copy of the ***Watercraft Inspection Receipt*** *and* ***Watercraft Decontamination Receipt*** *to:*
Attn: Beth Bear, Aquatic Invasive Species Coordinator, Wyoming Game and Fish Department
528 S. Adams, Laramie WY 82070

6—If the watercraft leaves your site immediately following the decontamination, apply a brown wire seal and give the operator a *Watercraft Decontamination Receipt* to document the decontamination.

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 your top priority. Be sure to document all procedures used to decontaminate the watercraft.





What types of decontaminations will I do?

a.) Standing Water Decontamination
b.) Motor Flush
c.) Plant Decontamination
d.) Full Decontamination for Confirmed or Suspected AIS

What is a Watercraft Decontamination Receipt?

The *Watercraft Decontamination Receipt* documents the decontamination and must be completed for each decontamination. 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 – usually the name of your check station or regional office.
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 (Red Old Time Canoe).
4. Circle the motor type (O = outboard, I/O = inboard/outboard, I = inboard, NM = non-motorized, PWC – personal watercraft/jet ski, JET = jet boat).
5. Record the decontamination ID number (this is the three-digit location code found on page 50 of this manual, the date, and the watercraft registration number).
6. Record the reason(s) for decontamination by circling Yes or No for use in high risk water (if so record water name, state, and date used), use in high risk state, standing water present in the watercraft, water in the motor, suspected AIS on the watercraft (if so record suspected species and where it was found on watercraft), vegetation during the inspection that could not be removed, mud or debris during the inspection, or other reasons.
7. Circle the type(s) of decontamination conducted including whether it was a standing water decon, motor flush decon, plant decon, or full decon. You must also complete the *Supplemental Decontamination Form* and the *Suspected AIS Collection Form* if a plant decon or full decon were conducted.
8. Circle Yes or No for whether a post-decontamination inspection was conducted.
9. Write your inspector number and name and sign the receipt.
10. Have the watercraft owner or operator write their name, phone number, address, and sign the receipt giving permission for you to conduct the decontamination. This must be done before the decontamination is started.
11. After the decontamination is complete, attached a seal and record the seal serial number on the receipt. Tear off the bottom (yellow) copy and give to boater.

WYOMING AQUATIC INVASIVE SPECIES WATERCRAFT DECONTAMINATION RECEIPT

WATERCRAFT INFORMATION

Inspection Location:	Inspection Date:	Inspection Time:	Inspector ID:
GRO	7/2/19	8:00 am	279

Watercraft Reg #:	Trailer/Vehicle Plate #:	Seal Number Applied: (*Write "Receipt Only" if unable to attach seal*)
WY123B	WY41234	1231235

Decontamination ID#: (Location Code - Date (mmddyy) - Watercraft Reg #)	Motor Type:
GR0-070219-WY123B	O I **I/O** NM PWC JET (circle one) Other-

REASON FOR DECONTAMINATION

Used in High Risk water:	Used in High Risk State:	Standing water:	Last Water, State:	Date Last Used
Yes No	UT **Yes** No	**Yes** No	Lake Powell, UT	2 week ago

Suspected AIS:	Other:	Vegetation During Inspection:	Mud/Debris During Inspection:	Water in Motor:	Location of AIS
Mussel Veligers	Yes **No** *Explain:*	Yes **No**	Yes **No**	**Yes** No	Live well & motor

DECONTAMINATION PRODECURE (Circle Yes or No)

Standing Water Decon:	Motor Flush Decon:	Plant Decon:	Full Decon:
Yes No	**Yes** No	Yes **No**	Yes **No**
		Complete supplemental decon forms	

Post Decontamination Inspection Completed: (circle one) Yes No

INSPECTION AND DECONTAMINATION COMPLETED IN ACCORDANCE WITH STATE PROCEDURES:

Inspected by (inspector # and name): Wes Gordon 279 Inspector Signature: Wes Gordon

WATERCRAFT OWNER/OPERATOR INFORMATION

Name: Cowboy Joe Phone: 307-123-1234 Address: 12 Grand Ave. Laramie, WY 82070

Signature: Cowby Joe

Call Law Enforcement Officer if watercraft owner is not willing to submit watercraft to required decontamination.

Owner/Operator Copy

Standing Water Decontamination

It is necessary to perform standing water decontaminations when a watercraft has standing water from a high risk water in the last 30 days OR the watercraft has been used in a high risk state in the last 30 days and has any standing water than cannot be fully drained. Additionally, if a watercraft comes from a high risk water and there are compartments that cannot be verified for presence of standing water (closed ballast tanks, bilge, etc.) those compartments require decontamination. All watercraft with small amounts of standing water need to be drained, regardless of where the watercraft was last used.

Standing Water Decontamination requires the completion of the ***Watercraft Decontamination Receipt*** (page 26). Parts of the watercraft that may hold water include the live-wells, ballast tanks, anchor compartment, bilge area and corresponding intakes.

Standing Water Decontamination Protocol

Live-wells and holding compartments:


Use wand or low pressure hose attachment to flush live-wells and holding compartments

1. Complete Watercraft Decontamination Receipt and have owner sign bottom portion giving permission to conduct decontamination.
2. Attach a low pressure (garden hose) attachment to decontamination unit or use the spray wand with the high pressure nozzle removed.
3. If decontamination unit does not have an in-line thermometer, start decontamination unit and turn on burner, adjust thermostat to 120°F. Test the temperature of the water using a digital thermometer by spraying water from decontamination unit into a bucket and verifying the temperature with a digital thermometer. Failure to do this can result in boat damage or ineffective decontamination.
   Proceed to Step 5.
4. If decontamination unit does have an in-line thermometer, adjust thermostat to 120°F, and proceed with decontamination.
5. Remove any plugs and drain live well or holding compartment of all water.
6. Replace plug so that compartment will hold water.
7. Start water flowing through unit and fill compartment with enough hot water to provide adequate coverage on the base and sides.
8. If a pump is present, ask the owner to activate the pump to drain the live-well or compartment. This will ensure hot water has run through all lines. If no pump is present, remove the plug to drain compartment.
9. Continue to flush live well or compartment for 2 minutes.
10. After decontamination is complete, stop water flowing through unit, remind boater to travel with live-well plug out and to replace immediately before launch, thank boater and provide them with both the *Watercraft Inspection Receipt* and *Watercraft Decontamination Receipt*.
11. Turn off decontamination unit burner and then run water through unit until discharge water is cold (do this away from any watercraft in an area with good drainage).
12. If any issues were encountered during the decontamination that may have resulted in damage to the watercraft, complete the *Suspected Watercraft Damage Form* (page 38) found on the back of the *Watercraft Inspection Form* location copy (white paper).

Standing Water Decontamination Protocol

Bilge:

1. Complete *Watercraft Decontamination Receipt* and have owner sign bottom portion giving permission to conduct decontamination.
2. Attach a low pressure (garden hose) attachment to decontamination unit or use the spray wand with the high pressure nozzle removed.
3. If decontamination unit does not have an in-line thermometer, start decontamination unit and turn on burner, adjust thermostat to 120°F. Test the temperature of the water using a digital thermometer by spraying water from decontamination unit into a bucket and verifying the temperature with a digital thermometer. Failure to do this can result in boat damage or ineffective decontamination.
   Proceed to Step 5.
4. If decontamination unit does have an in-line thermometer, adjust thermostat to 120°F, and proceed with decontamination.
5. Remove any bilge plugs and drain bilge of all water.
6. Replace plug so that compartment will hold water.
7. Start water flowing through unit and fill bilge with enough hot water to provide adequate coverage on the base and sides. Do not overfill or fill to the point where water is near any internal wiring.
8. If a pump is present, ask the owner to activate the pump to drain the bilge. This will ensure hot water has run through all lines. If no pump is present, remove the bilge plug to drain compartment.
9. Continue to flush bilge for 2 minutes.
10. After decontamination is complete, stop water flowing through unit, remind boater to travel with bilge plug out and replace immediately before launch, thank boater and provide them with both the *Watercraft Inspection Receipt* and *Watercraft Decontamination Receipt*.
11. Turn off decontamination unit burner and then run water through unit until discharge water is cold (do this away from any watercraft in an area with good drainage).
12. If any issues were encountered during the decontamination that may have resulted in damage to the watercraft, complete the *Suspected Watercraft Damage Form* (page 38) found on the back of the *Watercraft Inspection Form* location copy (white paper).



Remove bilge plug and drain any existing water before decontamination



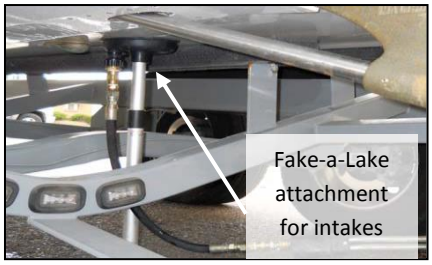
Flush bilge compartment and activate any pumps if present to drain.

Standing Water Decontamination Protocol

Ballast Tanks:



Draining ballast tanks

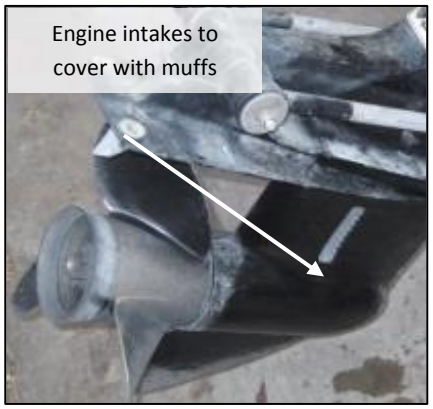

Fake-a-Lake attachment for intakes

1. Complete *Watercraft Decontamination Receipt* and have owner sign bottom portion giving permission to conduct decontamination.
2. Ask boater to activate any ballast pumps to drain ballast as much as possible.
3. If decontamination unit does not have an in-line thermometer, start decontamination unit and turn on burner, adjust thermostat to 120°F. Test the temperature of the water using a digital thermometer by spraying water from decontamination unit into a bucket and verifying the temperature with a digital thermometer. Failure to do this can result in boat damage or ineffective decontamination.
   Proceed to Step 5.
4. If decontamination unit does have an in-line thermometer, adjust thermostat to 120°F, and proceed with decontamination.
5. Typically ballast tanks are filled using intakes on the bottom of the hull. You will need to use a fake-a-lake which fits over the intake. Attach fake-a lake (looks like a plunger) attachment to decontamination unit.
6. You will need to cover and flush one intake at a time. The boater should have switches to activate ballast pumps and should know which intakes correspond to which pumps.
7. After the fake-a-lake is securely fit over an intake, start the water flowing from the decontamination unit. The water should come out of the fake-a-lake and fan out along the bottom of the watercraft. If water pours out of the fake-a-lake, you need to adjust and tighten the fit. Tighten the fake a lake by extending the handle and wedging between the ground and the watercraft. The plunger portion of the fake-a-lake should be indented when fit correctly.
8. Ask the boater to turn on the corresponding ballast pump to uptake the decon water. You should see a significant decrease in the amount of water flowing out of the fake-a-lake once the pump is activated and the ballast is taking up water.
9. If the amount of water does not decrease and flow into the ballast, ask the boater to turn off the pump and turn off the decon water. The fake-a-lake was likely not over the correct intake corresponding to the ballast pump activated by the boater. Often this is trial and error until you know the fake-a lake is fitted over the intake corresponding to the ballast pump being activated by the boater.
10. Fill each ballast tank through the intake with enough hot water to provide adequate coverage on the base and sides.
11. When filled adequately, ask boater to stop uptake pump. Stop water flowing through decontamination unit and remove fake-a-lake from intake. Ask boater to activate pumps to drain ballast tanks. Water will likely exit either through the through-hull fittings on the side of the watercraft, and/or the intake on the bottom.
12. Repeat steps 7 through 11 for each and every ballast intake.
13. After decontamination is complete, stop water flowing through unit, encourage boater to always drain ballast tanks completely upon exiting a water and to keep any plugs out during transport, thank boater and provide them with both the *Watercraft Inspection Receipt* and *Watercraft Decontamination Receipt*.
14. Turn off decontamination unit burner and then run water through unit until discharge water is cold (do this away from any watercraft in an area with good drainage).
15. If any issues were encountered during the decontamination that may have resulted in damage to the watercraft, complete the *Suspected Watercraft Damage Form* (page 38) found on the back of the *Watercraft Inspection Form* location copy (white paper).

Motor Flush Decontamination

It is necessary to **perform a motor flush decontamination when a watercraft was in a high risk water within the last 30 days. If the last water was a high risk water but over 30 days ago, drain and allow to proceed.** This applies to ALL types of motors.

Motor Flush Protocol



Outboard and Inboard/Outboard Engine:

1. Complete *Watercraft Decontamination Receipt* and have owner sign bottom portion giving permission to conduct decontamination.
2. Lower motor and drain all water.
3. If decontamination unit does not have an in-line thermometer, start decontamination unit and turn on burner, adjust thermostat to 140°F. Test the temperature of the water using a digital thermometer by spraying water from decontamination unit into a bucket and verifying the temperature with a digital thermometer. Failure to do this can result in boat damage or ineffective decontamination.
   Proceed to Step 5.
4. If decontamination unit does have an in-line thermometer, start the water flowing to the engine before turning on burner. After the owner starts the engine, wait for water to exit the engine, then turn on burner, adjust thermostat to 140°F, and proceed with motor flush.
5. Attach the proper muff over the intakes of the motor and ensure a tight fit. After water is flowing, you will likely need to adjust and tighten the muff again. For outboard and inboard/outboard motors there are two types of decontamination muffs. The mercury engine muff which threads through the engine intakes on the lower unit is the most secure fitting and fits the majority of outboard motors (photo middle right). For all others there is a clamp style muff (photo bottom right).
6. Ask the owner to start their motor only after water is flowing to the motor.
7. Do not run the engine if the attachment is not securely fitted over the intake. Engines should only be operated in neutral.
8. Continue supplying water through the decontamination unit and flush with hot water until the discharged water is 140°F and for no longer than 90 seconds.
9. Ask owner to turn off engine and stop supply of water only after engine is no longer running.

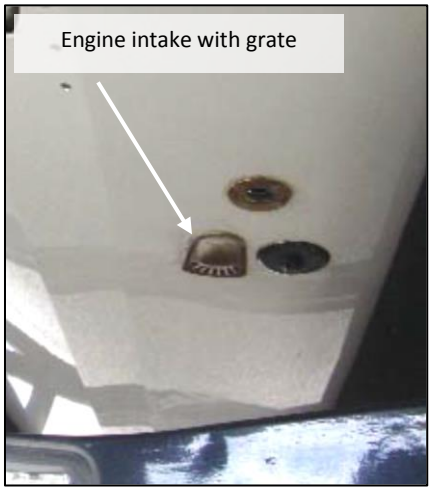

Mercury muff attachment

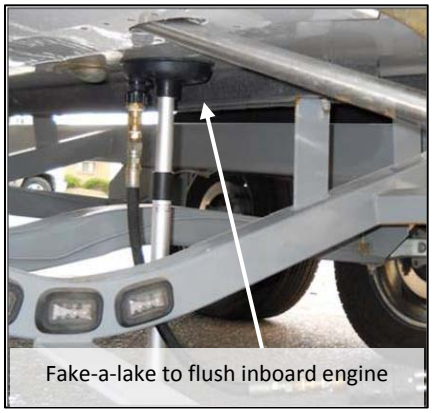

Clamp muff attachment

10. After decontamination is complete, stop water flowing through unit, remind boater to always drain water from motor upon exiting a water, thank boater and provide them with both the *Watercraft Inspection Receipt* and *Watercraft Decontamination Receipt*.
11. Turn off decontamination unit burner and then run water through unit until discharge water is cold (do this away from any watercraft in an area with good drainage).
12. If any issues were encountered during the decontamination that may have resulted in damage to the watercraft, complete the *Suspected Watercraft Damage Form* (page 38) found on the back of the *Watercraft Inspection Form* location copy (white paper).

Motor Flush Protocol

Inboard Engine:





1. Complete *Watercraft Decontamination Receipt* and have owner sign bottom portion giving permission to conduct decontamination.
2. If decontamination unit <u>does not have an in-line thermometer</u>, start decontamination unit and turn on burner, adjust thermostat to 140°F. Test the temperature of the water using a digital thermometer by spraying water from decontamination unit into a bucket and verifying the temperature with a digital thermometer. Failure to do this can result in boat damage or ineffective decontamination.
   Proceed to Step 4.
3. If decontamination unit <u>does have an in-line thermometer</u>, start the water flowing to the engine before turning on burner. After the owner starts the engine, wait for water to exit the engine, then turn on burner, adjust thermostat to 140°F, and proceed with motor flush.
4. Attach the fake-a-lake attachment securely over the engine intake located on the underside of the hull. The intake for the engine will be the intake with a grate over the opening (this prevents rocks and other debris from being sucked up into the engine).
5. Start the flow of water from the decontamination unit through the fake-a-lake. The water should come out of the fake-a-lake and fan out along the bottom of the watercraft. If water pours out of the fake-a-lake, you need to adjust the fake-a-lake and tighten the fit. Tighten the fake a lake by extending the handle and wedging between the ground and the watercraft. The plunger portion of the fake-a-lake should be indented when fit correctly.
6. Ask the owner to start the motor only after water is flowing to the motor. You should see a significant decrease in the amount of water flowing out of the fake-a-lake once the engine is activated and is taking up water.
7. Continue supplying water through the decontamination unit and flush with hot water until the discharged water is 140°F and for no longer than 90 seconds.
8. Ask owner to turn off engine and stop supply of water only <u>after</u> engine is no longer running.
9. After decontamination is complete, stop water flowing through unit, thank boater and provide them with both the *Watercraft Inspection Receipt* and *Watercraft Decontamination Receipt*.
10. Turn off decontamination unit burner and then run water through unit until discharge water is cold (do this away from any watercraft in an area with good drainage).
11. If any issues were encountered during the decontamination that may have resulted in damage to the watercraft, complete the *Suspected Watercraft Damage Form* (page 38) found on the back of the *Watercraft Inspection Form* location copy (white paper).

Motor Flush Protocol

Jet Ski:

1. Complete *Watercraft Decontamination Receipt* and have owner sign bottom portion giving permission to conduct decontamination.
2. Ask operator to start the jet ski and quickly rev the throttle to no more than ½ power 2 to 3 times, to blow out any residual water from inside the motor (called "burping the motor"). The motor should be run for no more than 30 seconds.
3. If decontamination unit does not have an in-line thermometer, start decontamination unit and turn on burner, adjust thermostat to 120°F. Test the temperature of the water using a digital thermometer by spraying water from decontamination unit into a bucket and verifying the temperature with a digital thermometer. Failure to do this can result in boat damage or ineffective decontamination.
4. Attach jet ski flushing attachment specific for the brand of jet ski you are decontaminating. Some jet skis may have a place to connect a garden hose to flush the cooling system. An adapter may be required, if you do not have the correct adapter, ask the boat owner if they have an adapter.
5. Ask the boat owner to start the engine, once the engine is running immediately start running the water.
6. If decontamination unit does have an in-line thermometer, after the owner starts the engine, start the water flowing to the engine before turning on burner. After the owner starts the engine, wait for water to exit the engine, then turn on burner, adjust thermostat to 120°F, and proceed with motor flush.
7. Run until the water exiting the engine is 120°F.
8. Turn off the water flow before shutting off the motor.
9. As soon as the water is off, have the owner give the engine two quick revs to no more than half throttle (to clear excess water) and then turn off the engine (should take no longer than 15 seconds after the water has been shut off).
10. After decontamination thank boater and provide them with both the *Watercraft Inspection Receipt* and *Watercraft Decontamination Receipt*.
11. Turn off decontamination unit burner and then run water through unit until discharge water is cold (do this away from any watercraft in an area with good drainage).
12. If any issues were encountered during the decontamination that may have resulted in damage to the watercraft, complete the *Suspected Watercraft Damage Form* (page 38) found on the back of the *Watercraft Inspection Form* location copy (white paper).



Motor Flush Protocol

Jet Boat:

1. Complete *Watercraft Decontamination Receipt* and have owner sign bottom portion giving permission to conduct decontamination.
2. If decontamination unit does not have an in-line thermometer, start decontamination unit and turn on burner, adjust thermostat to 120°F. Test the temperature of the water using a digital thermometer by spraying water from decontamination unit into a bucket and verifying the temperature with a digital thermometer. Failure to do this can result in boat damage or ineffective decontamination.
3. For inboard jet boat, proceed to step 4. For outboard jet boat motor, proceed to Step 9.

For inboard jet boat motor:

4. Attach garden hose attachment or adapter to flush the cooling system. If you do not have the correct adapter, ask the boat owner if they have an adapter.
5. Ask the boat owner to start the engine, once the engine is running immediately start running the water.
6. If decontamination unit does have an in-line thermometer, after the owner starts the engine, start the water flowing to the engine before turning on burner. After the owner starts the engine, wait for water to exit the engine, then turn on burner, adjust thermostat to 120°F, and proceed with motor flush.
7. Run until the water exiting the engine is 120°F.
8. Turn off the water flow before shutting off the motor. Proceed to Step 14.

For outboard jet boat motor:

9. Lower engine into flushing bag or flushing tub.
10. Fill bag or tub with 120°F water from the decontamination unit.
11. Ask the boat owner to start the engine.
12. Continue supplying water through the decontamination unit to keep the tub/bag filled and flush with hot water until the discharged water is 120°F and for no longer than 90 seconds.
13. Ask owner to turn off engine and stop supply of water only after engine is no longer running.
14. After decontamination is complete, encourage boater to always drain water from motor upon exiting a water, thank boater and provide them with both the *Watercraft Inspection Receipt* and *Watercraft Decontamination Receipt*.
15. Turn off decontamination unit burner and then run water through unit until discharge water is cold (do this away from any watercraft in an area with good drainage).
16. If any issues were encountered during the decontamination that may have resulted in damage to the watercraft, complete the *Suspected Watercraft Damage Form* (page 38) found on the back of the *Watercraft Inspection Form* location copy (white paper).



Flushing bag for outboard jet boat

Plant Decontamination

During all standard inspections inspectors should remove all plant material. However, when plant material cannot be completely removed because it is caught between the trailer and the hull or wrapped around the propeller or transducer, it is necessary to perform plant decontaminations. Aquatic weeds such as Eurasian watermilfoil can establish new populations with only a small fragment of the parent plant; therefore it is imperative they are not transported to new locations.



Plant Decontamination Protocol

1. Complete *Watercraft Decontamination Receipt* and have owner sign bottom portion giving permission to conduct decontamination.
2. If decontamination unit does not have an in-line thermometer, start decontamination unit and turn on burner, adjust thermostat to 140°F. Test the temperature of the water using a digital thermometer by spraying water from decontamination unit into a bucket and verifying the temperature with a digital thermometer. Failure to do this can result in boat damage or ineffective decontamination.
   Proceed to Step 4.
3. If decontamination unit does have an in-line thermometer, start decontamination unit and turn on burner, adjust thermostat to 140°F, and proceed with decontamination.
4. Spray the areas where plant material is located with hot water (140°F) and high pressure (or low pressure on sensitive areas such as carpeted bunks, transducer, and gimbal area of the motor) for a minimum of 2 minutes.
5. If plant material is found on watercraft with ballasts tanks, the tanks should be flushed following the Standing Water Decontamination Protocol for ballast tanks to eliminate fragments that may have been transported through the intakes.
6. After decontamination, encourage boater to always remove plants from watercraft upon exiting a water, thank boater, and provide them with both the *Watercraft Inspection Receipt* and *Watercraft Decontamination Receipt*.
7. Turn off decontamination unit burner and then run water through unit until discharge water is cold (do this away from any watercraft in an area with good drainage).
8. Complete the *Supplemental Watercraft Decontamination Form* (on back of Decontamination Receipt) and the *Suspected AIS Collection Form.*
9. If any issues were encountered during the decontamination that may have resulted in damage to the watercraft, complete the *Suspected Watercraft Damage Form* (page 38) found on the back of the *Watercraft Inspection Form* location copy (white paper).

Full Decontamination for Confirmed or Suspected AIS

It is necessary to perform a full decontamination of the watercraft when adult or juvenile mussels are identified on any part of the watercraft or if unidentified AIS (such as bumps on the hull) are detected. **Any watercraft found to contain mussels that are alive or of unknown viability must undergo a full decontamination and quarantine to allow desiccation time to kill any mussels missed during decontamination.**

A full decontamination is time consuming but absolutely necessary in these circumstances. It requires decontamination of all areas of the watercraft that may have come in contact with water including: all interior compartments including gear and equipment, water storage facilities, bilge, motor or engine, the entire exterior of the watercraft and trailer. This requires the completion of the *Watercraft Decontamination Receipt* (page 26) along with the *Supplemental Watercraft Decontamination Form* (page 36) and the *Suspected AIS Collection Form* (page 38).

Full Decontamination Protocol

1. Complete *Watercraft Decontamination Receipt* and have owner sign bottom portion giving permission to conduct decontamination.
2. If decontamination unit does not have an in-line thermometer, start decontamination unit and turn on burner, adjust thermostat to 120°F. Test the temperature of the water using a digital thermometer by spraying water from decontamination unit into a bucket and verifying the temperature with a digital thermometer. Failure to do this can result in boat damage or ineffective decontamination.
   Proceed to Step 4.
3. If decontamination unit does have an in-line thermometer, start decontamination unit and turn on burner, adjust thermostat to 120°F.
4. Full decontaminations should move from the inside of the watercraft to the outside.
5. **Internal Compartments:** Flush all internal compartments, bilge, and any ballast tanks following the *Standing Water Decontamination* protocol.
6. Adjust thermostat on decontamination unit to 140°F. Repeat Step 2 for units without in-line thermometer.
7. **Gear/Equipment:** All gear and equipment including but not limited to the anchor, rope, life vests, oars, etc. should be washed with hot water (140°F) and low pressure for a minimum of 2 minutes.
8. **Motor:** Flush the motor following the *Motor Flush Decontamination* protocol.
9. **Exterior:** The entire exterior of the watercraft (and trailer) must be thoroughly washed with hot water (140°F) at high pressure (2500psi) for a minimum of 10 seconds.
10. Use the high pressure wand and the 40°(yellow) nozzle to spray the entire exterior of the watercraft. Work methodically from the front of the boat to the rear. Keep the wand at a distance of no more than 12" from the hull or trailer to maintain adequate temperature. Spray each area for a minimum of 10 seconds. Spray the entire hull including the bottom and trailer, including all portions that come into contact with water.



Exterior decontamination



Low pressure decontamination of sensitive areas

Full Decontamination Protocol

11. Sensitive areas on the exterior of the watercraft such as the gimbal or carpeted bunks on the trailer should be thoroughly flushed (top, bottom and sides) with low pressure and hot water (140°F) for a minimum of 2 minutes.
12. After decontamination thank boater and provide them with both the *Watercraft Inspection Receipt* and *Watercraft Decontamination Receipt*.
13. Turn off decontamination unit burner and then run water through unit until discharge water is cold (do this away from any watercraft in an area with good drainage).
14. Complete the *Supplemental Watercraft Decontamination Form* (on back of Decontamination Receipt) and the *Suspected AIS Collection Form.*
15. If any issues were encountered during the decontamination that may have resulted in damage to the watercraft, complete the *Suspected Watercraft Damage Form* (page 38) found on the back of the *Watercraft Inspection Form* location copy (white paper).



SUPPLEMENTAL WATERCRAFT DECONTAMINATION FORM

SPECIMEN COLLECTION AND REPORTING PROCEDURES (Email photos and form to: ReportAIS@wyo.gov)

1. **Photograph:** Take 3 digital photo close-ups of AIS before sample is detached from the watercraft

Photo Taken (Circle Yes or No):

Before Decontamination:		**During Decontamination:**		**After Decontamination:**	
Yes	**No**	**Yes**	**No**	**Yes**	**No**

Photo Notes: _____

_____

2. **Describe the Finding:** Write a description of the AIS discovery: who, when, where, and how it was found, if the suspected AIS was attached to a surface or not, number of individuals if mussels, and all locations the watercraft has been in the last six months.

_____

_____

_____

_____

_____

_____

Describe any existing damage to the watercraft: _____

_____

3. **Sample:** Scrape off suspected AIS or mussels. Complete AIS Collection Form.
4. **Decontaminate** watercraft completely. Complete Watercraft Decontamination Receipt. Remember to obtain written permission (signature) from the watercraft owner/operator prior to performing the decontamination.

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 (1-307-721-1373)
- 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)

Document

You must thoroughly document your findings. You will need to complete the *Watercraft Decontamination Receipt,* the *Supplemental Watercraft Decontamination Form, and the Suspected AIS Collection Form).*
You will need to take digital pictures of the specimen and the entire watercraft before, during (if possible), and after decontamination.

- Take digital pictures of the specimen. Take a close-up photo, especially if you can show byssal threads (if specimen is a zebra or quagga mussel). Place a common object such as a pencil or penny next to the specimen and photograph the combination to demonstrate the relative size of the specimen.
- Photograph an overview of the entire watercraft, the registration number, and the area(s) of the watercraft where the specimen was found.

Collect

Place Specimens in Sample Vials—Fill the sample vial with 70% ethanol. This can be purchased directly or can be made up from 100% grain alcohol diluted with *deionized* or *distilled* water. Do not use tap water, or "de-chlorinated" tap water because it can completely destroy sample DNA. Place 5-10 specimens in the specimen vial and tightly seal the vial. Write the date/location/contact on the vial with a permanent marker. Place the vial in a Ziploc bag.

FedEx Samples within 48 hours to AIS Program Office for Identification—Place the Ziploc bag(s) containing the sample(s) into a FedEx mailer and ship the package to:
Wyoming Game and Fish Department, AIS Program Coordinator
1212 S. Adams, Laramie, WY 82070
Email ReportAIS@wyo.gov to notify the office that the package is on its way.

Decontaminate

Most sites will have or can provide a hot water high pressure decontamination system (>140°F, minimum 2500 psi) to decontaminate the watercraft, motor, trailer, personal gear, and other equipment. The watercraft decontamination receipt and forms must be completed for all watercraft sent for decontamination. Fill out the forms completely and photo document the decontamination of the watercraft before, during, and after decontamination.

SUSPECTED AIS COLLECTION FORM FOR WATERCRAFT INSPECTION STATIONS

Collector's Name: _____

Collection Location: _____

Phone: _____ Email: _____

Date of Collection: _____ Time of Collection: _____

REASON FOR COLLECTION (check all that apply)

- ☐ Visual ID of AIS
- ☐ Suspected AIS
- ☐ Plants
- ☐ Unidentifiable Organic Material

LOCATION OF SUSPECTED AIS PRIOR TO COLLECTION

- ☐ Watercraft Hull
- ☐ Motor
- ☐ Live-well
- ☐ Anchor
- ☐ Bilge
- ☐ Watercraft Interior
- ☐ In Lake/Reservoir
- ☐ Other: _____

Date Mailed: _____ ↓ *Do Not Write Below Line:* ***For Lab Use Only***

Date Received at WGFD: _____ Date Identified: _____

Specimen ID: _____ Further Analysis Needed: _____

Lab Personnel:

- ☐ Coordinator Contacted with Results

SUSPECTED WATERCRAFT DAMAGE FORM

DOCUMENTATION PROCEDURES

The purpose of this form is to document anything unusual during the decontamination process (motor will not take up water, decontamination unit temperature spike, etc.). Please inform your supervisor as soon as possible upon completion of this form.

INCIDENT DESCRIPTION

Write a description of when, where and why the decontamination took place, what triggered the use of this form (e.g. smoke coming out of the motor during a motor flush) and what actions were taken.

_____

_____

_____

_____

_____

Describe any existing damage to the watercraft (take digital photos if necessary), or any comments the boater made that may indicate some type of existing damage to the motor(e.g. "be careful with the water pump, I've had problems with it before."):

_____

_____

_____

_____

Inspector Name (print)_____ Inspector Number_____ Inspector Signature_____

Supervisor Name (print)_____ Supervisor Signature_____

You must also complete a Watercraft Decontamination Receipt. If the watercraft contains suspected AIS, also complete supplemental decontamination forms.

* This form can be completed after the boater has left the inspection station.

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 nearest WGFD regional office (Appendix F) or contact the AIS Coordinator at 307-745-5180 Ext. 256.

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

Attempt to get the owners support to inspect the watercraft and either decontaminate on site if you have a watercraft decontamination unit or take the watercraft to the closest decontamination site. 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. The quarantine table below should be used to determine the length of quarantine required for any watercraft found to be encrusted with live mussels. The quarantine table is based on averages; therefore, quarantine may also be increased or decreased if information suggests seasonal changes for a specific area. **To determine if dry times should be increased or decreased email ReportAIS@wyo.gov or call 307-721-1373**.

Maximum Daily Temperature (°F)	Minimum Days out of Water
<30	3
30-40	28 (4 weeks)
40-60	21 (3 weeks)
60-80	14 (2 weeks)
80-100	7 (1 week)
>100	3

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 Clean, Drain, and Dry. Aquatic invasive species of concern in Wyoming include the following:

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

Rusty crayfish

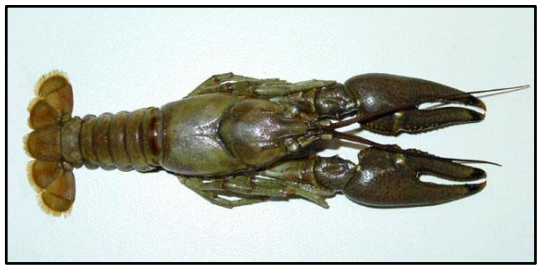


Photo by USGS.

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, Massachusettes, 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, North Tongue 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. New populations of mudsnails were documented in the Salt River and North Platte River in 2018.

Asian clam

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, the North Platte River below Guernsey Reservoir and in Keyhole Reservoir in Wyoming.



Photo by Noel Burkhead, USGS

Hydrilla

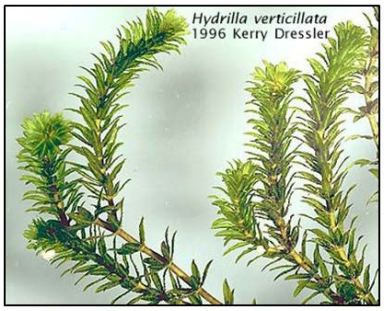


Photo by Kerry Dressler

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.



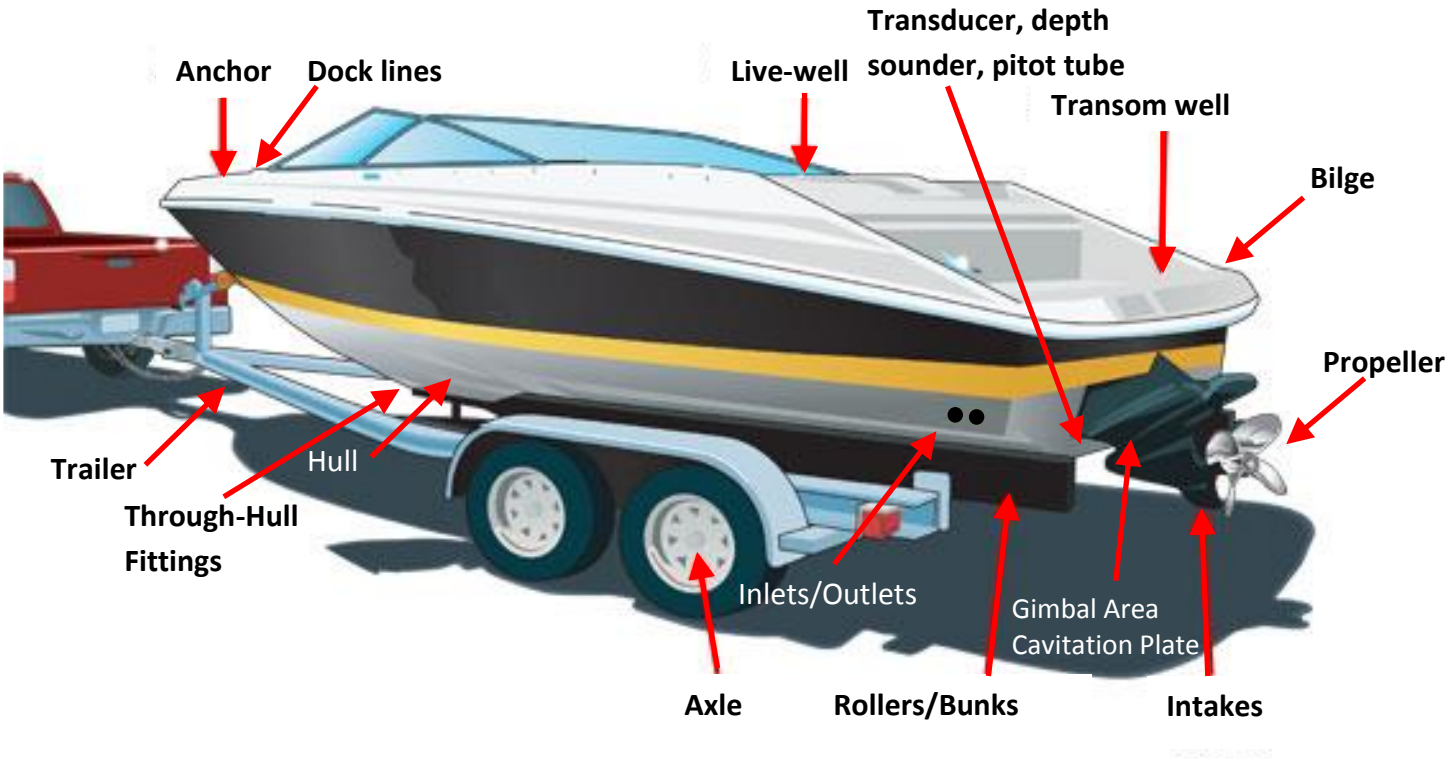
Photo by Vic Ramey, University of Florida

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 Kortes Reservoir and Pathfinder Reservoir, a section of river called the Miracle Mile. Curly pondweed was detected in the Shoshone River for the first time in 2014. Sampling conducted in 2015 indicates curly pondweed is present in Deaver Reservoir and West Newton Lake.

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. In order to properly decontaminate the live-well, hot water of 120°F or less must be run through the live-well and recirculation pump.
2. 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.
3. To decontaminate internal ballast tanks, hot water of no greater than 120°F must be flushed through the intake and into the ballast tank and drained. External water sacks should be drained and can easily be decontaminated by filling the tank with hot water and draining. 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 veliger survival.

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

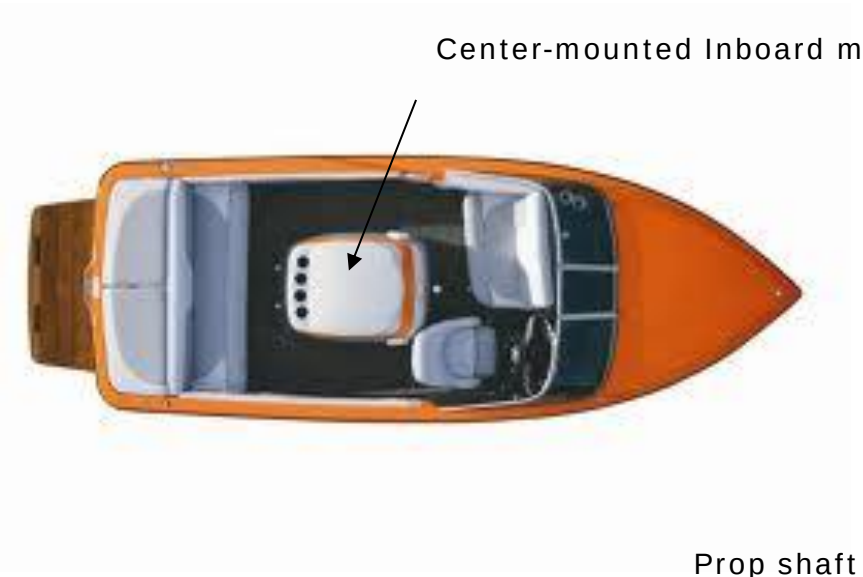
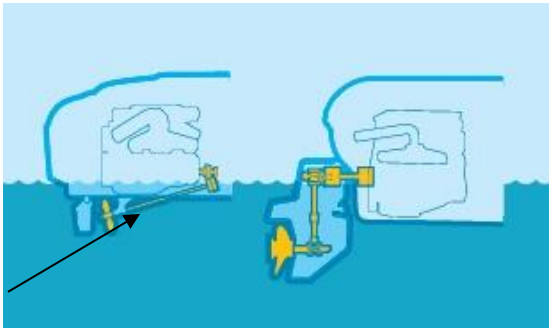


Photo modified from Wisconsin DNR

Inboard vs Inboard Outboard



Special Considerations for inspecting an Inboard Watercraft:

1. Inboard "V-Drive" watercraft (as shown in the image above) have a rear-mounted or center-mounted inboard motor and standard prop shafts. Additionally, inboard watercraft 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.

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





Live-well pump

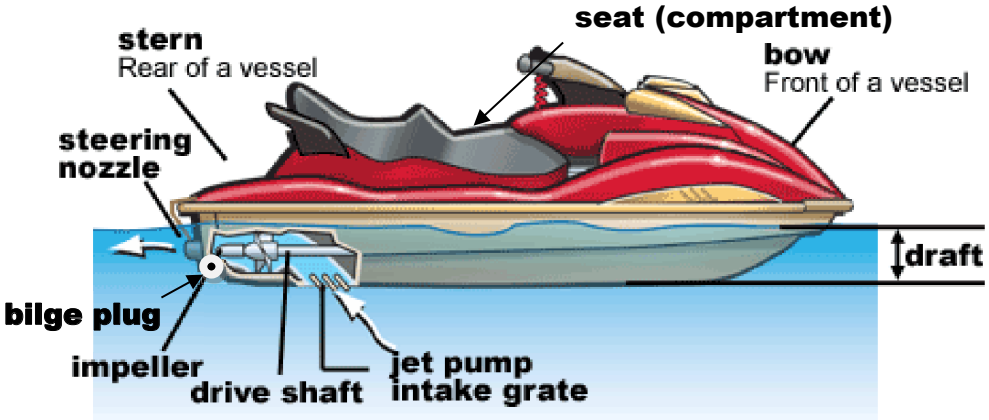
Pontoons



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

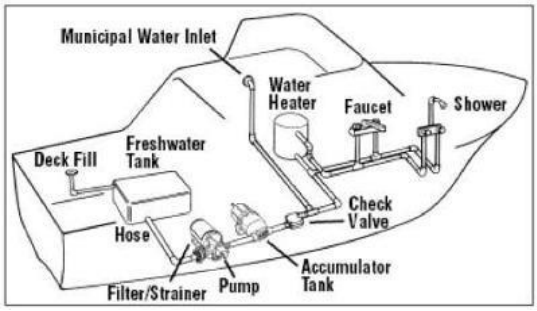


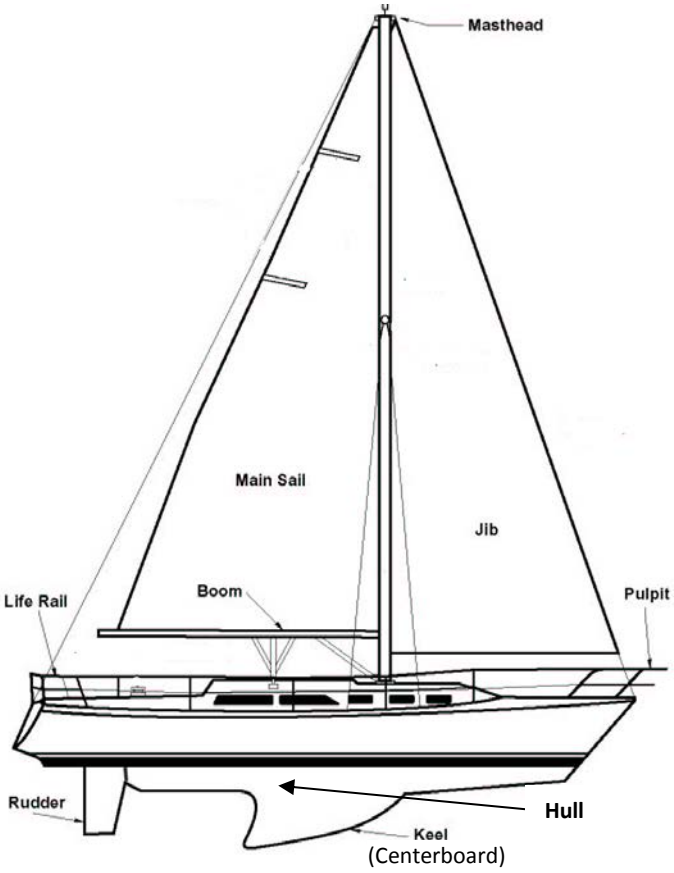
Special Considerations for inspecting a Jet Ski (PWC):

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). Ask operator to start the jet ski and quickly rev the throttle to no more than ½ power 2 to 3 times, to blow out any residual water from inside the motor (called “burping the motor”). The motor should be run for no more than 30 seconds.

Diagram of **Sailboat/Houseboat**

Photo modified from American Boating Education, LLC



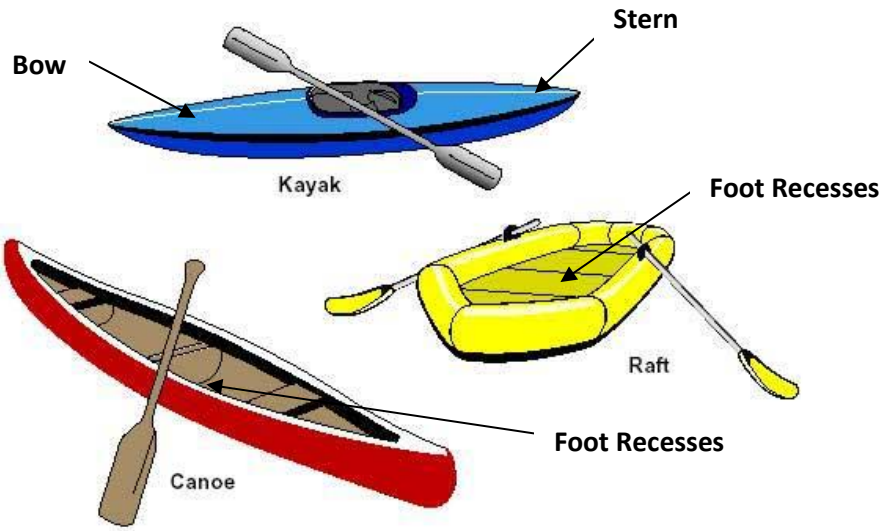


<u>Special Considerations when inspecting a Sailboat or Houseboat:</u>

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 watercraft 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. If the watercraft needs to be decontaminated, the entire system will need to be flushed. If the watercraft requires decontamination, sailboats and houseboats with open systems may need to be quarantined to ensure proper drying as many areas may be difficult or impossible to decontaminate.
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



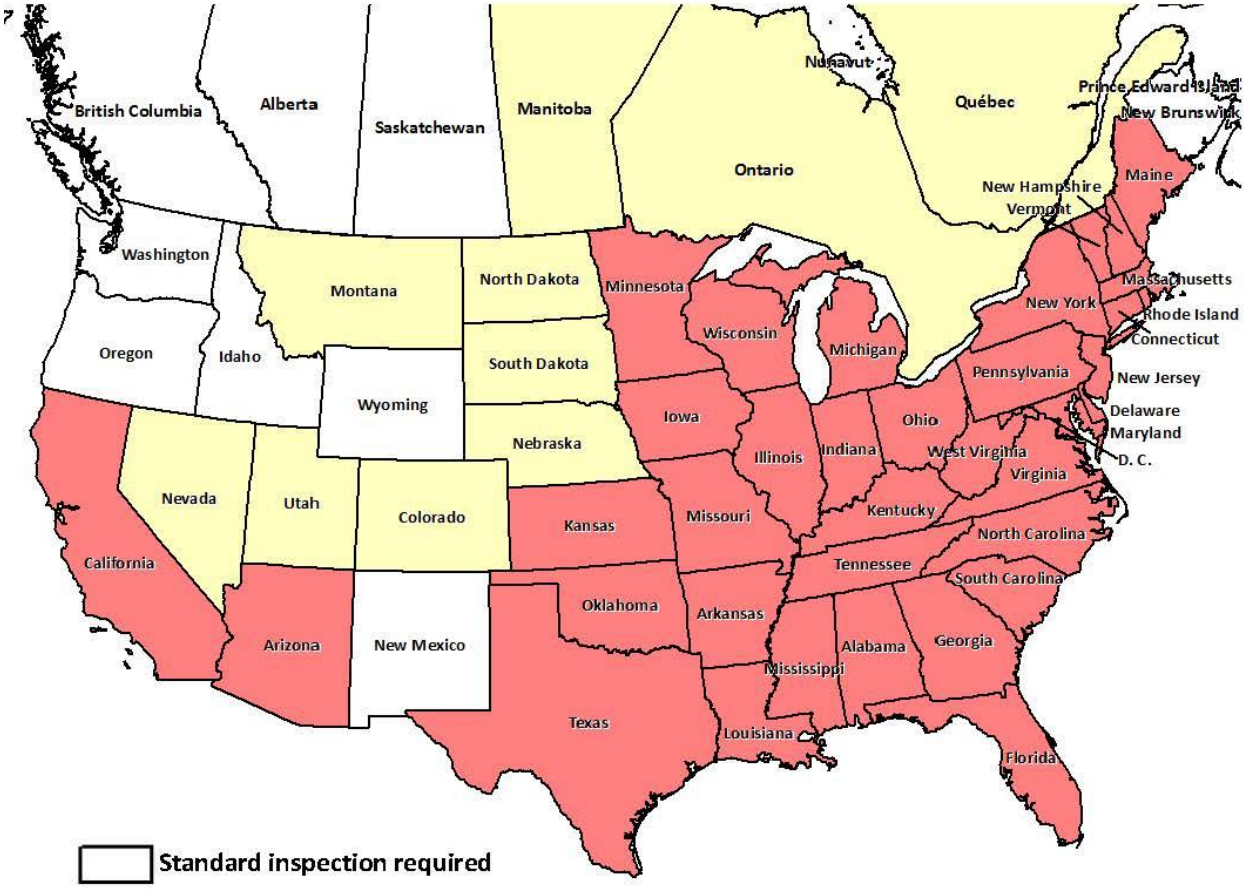
Special Considerations when inspecting a non-motorized watercraft:

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.

WYOMING
CLEAN
DRAIN
DRY

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

Map of high risk states and suspect, positive, or infested waters



COLORADO
- Green Mountain Reservoir

MONTANA
- Tiber Reservoir (Lake Elwell)
- Canyon Ferry Reservoir

NEBRASKA
- Carter Lake (border w/Iowa)
- Cunningham Lake
- Lake Yankton (Cottonwood Lake)
- Lewis and Clark Lake
- Missouri River
- Offutt Base Lake
- Zorinsky Reservoir

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

NORTH DAKOTA
- Red River

SOUTH DAKOTA
- Lake Yankton (Cottonwood Lake)
- Lewis and Clark Lake (Gavins Point Dam)
- McCook Lake
- Missouri River

UTAH
- Lake Powell, UT/AZ (Glen Canyon Dam/Rec Area)

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	COD
Border Locations	
Alpine Port of Entry	ALP
Anvil Draw Road	AVD
Beulah Visitor Center	BVC
Cheyenne I-25 Welcome Center	C25
Cheyenne I-80 Port of Entry	C80
Evanston HWY 89	E89
Evanston HWY 150	E15
Evanston I-80 Port of Entry	E80
Frannie Port of Entry	FRN
Kemmerer Ranger Station	KRS
Laramie Port of Entry	LEB
North Cody	CYB
Salt River Pass US-89	SRP
Sheridan Rest Area	SRA
Teton Pass	TNP
Torrington POE	TOR
Regional WGFD Office	
Casper Regional Office	CRO
Cheyenne Headquarters	HQO
Cody Regional Office	CYO
Green River Regional Office	GRO
Jackson Regional Office	JNO
Lander Regional Office	LRO
Laramie Regional Office	LEO
Pinedale Regional Office	PEO
Sheridan Regional Office	SNO
Private Locations	
Casper Region Private	CRP
Cody Region Private	CYP
Green River Region Private	GRP
Jackson Region Private	JNP
Lander Region Private	LRP
Laramie Region Private	LEP
Other Private	OTP
Pinedale Region Private	PEP
Sheridan Region Private	SNP

LOCATION NAME	COD
Water Locations	
Alcova Reservoir	ACR
Beartooth Lake	BTL
Beck Lake	BKL
Big Horn Lake	BHL
Big Sandy Reservoir	BSR
Bighorn River	BHR
Boulder Lake	BDL
Boysen Reservoir	BYR
Buckboard Marina-FGR	BBM
Buffalo Bill Reservoir	BBR
Buffalo Fork River	BFR
Burnt Lake	BNL
Crystal Reservoir	CYR
Deaver Reservoir	DVR
Diamond Lake	DIA
East Newton Lake	ENL
Firehole Boat Ramp-FGR	FRH
Flaming Gorge Reservoir-Other	FGR
Fontenelle Reservoir	FNR
Fremont Lake	FML
Gelatt Lake	GEL
Glendo Reservoir	GLR
Granite Creek	GRC
Granite Reservoir	GRR
Grayrocks Reservoir	GYR
Green River	GRV
Greys River	GYS
Guernsey Reservoir	GUR
Halfmoon Lake	HML
Hams Fork River	HFR
Harrington Reservoir	HRR
Hawk Springs Reservoir	HWS
High Savery Reservoir	HSR
Hoback River	HBR
Hog Park Reservoir	HPR
Island Lake	ISL
Jackson Lake	JKL
Jenny Lake	JNY
Jim Bridger Pond	JBP
Keyhole Reservoir	KHR

LOCATION NAME	COD
Water Locations	
Lake DeSmet	LDM
Lake Hattie	HAT
Lake Owen	LOW
Laramie River	LRR
Lower Green River Lake	LGR
Lower New Fork Lake	LNF
Lower Shoshone River	LSR
Lower Slide Lake	LSL
Meadowlark Lake	MWL
Meeks Cabin Reservoir	MCR
Middle Piney Lake	MPL
North Cottonwood Creek	NCC
North Crow Reservoir	NCR
North Platte River	NPR
Northfork Shoshone River	NFS
Ocean Lake	OCL
Other	OTR
Palisades Reservoir	PSR
Pathfinder Reservoir	PFR
Pilot Butte Reservoir	PBR
Polecat Creek	PCC
Rob Roy Reservoir	RRR
Saratoga Lake	STL
Seminoe Reservoir	SMR
Snake River Jackson	SKJ
Snake River Palisades	SKP
Soda Lake	SOL
String Lake	STR
Sulphur Creek Reservoir	SCR
Upper New Fork Lake	UNF
Upper Snake River	SKU
Upper Sunshine Reservoir	USR
Viva Naughton Reservoir	VNR
Wardell Reservoir	WDR
West Newton Lake	WNL
Wheatland #1 Reservoir	WLR
Wheatland #3 Reservoir	WR3
Willow Lake	WLL
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, 307-721-1372 or 307-399-6553

WGFD Regional Offices (Contact to Arrange Decontamination):
Casper Region: 307-473-3400 or Eric Hansen 307-247-6989
Cheyenne Region: 307-777-4600 or Jessica Rizzuto: 307-287-5875
Cody Region: 307-527-7125 or Alex LeCheminant: 307-254-3554
Evanston POE: Jessica Warner: 307-677-1238
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 Josh Leonard: 307-745-4046
Lander Region: 307-332-2688 Alex LeCheminant: 307-254-3554
Pinedale Region: 307-367-7353 or Chris Wight: 307-231-7851
Sheridan Region: 307-672-7418 or Reed Moore: 307-290-2828

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 and decontamination course is designed to train individuals in how to inspect and decontaminate watercraft and equipment that may be transporting aquatic invasive species (AIS). The training also includes information on basic biology, impacts, transport vectors and distribution of AIS. The Wyoming Game and Fish Department (WGFD) has created and maintains a training manual, *State of Wyoming Aquatic Invasive Species Watercraft Inspection and Decontamination 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 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 6 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 annual online recertification exam. 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 requires that inspectors attend a course in-person every 4 years, provided certification has been kept current by re-certifying online each year. If an inspector's certification expires prior to that in-person course date, they will have a 90-day grace period during which they can still conduct inspections, provided they are registered up for an in-person course that year.
- 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 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 <u>not</u> conducting inspections or decontaminations in accordance with the procedures outlined in the *State of Wyoming Aquatic invasive Species Watercraft Inspection and Decontamination 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 and/or decontaminations.

*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.

CHAPTER 62

REGULATION FOR AQUATIC INVASIVE SPECIES

Section 1. Authority. These regulations are promulgated by authority of Wyoming Statutes § 23-1-102, §§ 23-4-201 through 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 in Wyoming.

(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.

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

(d) "Infested water" means a water designated by the Department as having an established population of Dreissenid mussels.

(e) "Mandatory aquatic invasive species check station" means a location established by the Department at Wyoming ports of entry, other Wyoming Department of Transportation facilities 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.

(f) "Positive water" means a water where the presence of any life stage of Dreissenid mussels has been detected in multiple Department sampling events.

(g) "Seal" means a locking device affixed to a conveyance that has been inspected or decontaminated by an authorized inspector.

(h) "Suspect water" means a water where any life stage of Dreissenid mussels has been detected in a single Department sampling event, but not verified by subsequent sampling.

(i) "Seal receipt" means a valid written or electronic document issued by an authorized inspector following an inspection that contains information regarding the conveyance, any action taken by an authorized inspector, and information correlating to an applied seal, if issued.

(j) "Waters of this state" means any waters within the jurisdiction of Wyoming.

Section 3. Draining and Cleaning Watercraft and Conveyances.

(a) Immediately upon removing a watercraft from any waters of this state, the operator shall remove all visible vegetation from the watercraft and trailer and drain all water from the watercraft including, but not limited to, water in the hull, ballast tanks, bilges, live wells and motors.

(i) Containers may be used to transport legally obtained live baitfish or other wildlife by land, but shall not be a part of a watercraft and shall be free of aquatic vegetation.

(b) No live baitfish, mollusks or crustaceans shall be collected from or transported in water taken from any suspect water, positive water or infested water.

(c) All bilge and ballast plugs and other barriers that prevent water drainage from a watercraft shall be removed or remain open while a watercraft is transported by land within the state.

(d) The operator shall drain all water from all conveyances, including construction and commercial equipment, upon leaving any suspect water, positive water or infested water.

Section 4. Inspection and Decontamination.

(a) Compliance with aquatic invasive species inspection requirements is an express condition of allowing a conveyance to contact any waters of this 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 any waters of this 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 waters of this 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) All conveyances are subject to inspection upon encountering a mandatory aquatic invasive species check station.

(c) 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.

(d) Inspections shall be conducted by:

(i) any peace officer; or,

(ii) any authorized inspector.

(e) 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 seal receipt shall accompany all seals. 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 inspection and decontamination 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.

(f) A seal receipt indicating the type of decontamination procedure performed shall serve as proof of decontamination.

(g) Any person transporting a conveyance into the state by land, shall have the conveyance inspected by an authorized inspector prior to contacting any waters of this state, unless exempted by (i) or (ii) below.

(i) Any person transporting a conveyance from March 1 through November 30 that has not been in contact with a suspect water, positive water or infested water within the past thirty (30) days and who did not encounter a mandatory aquatic invasive species check

station prior to reaching any of the waters of this state may launch without inspection if in possession of a seal receipt. The seal receipt shall be retained while on the water.

(ii) Any person transporting a conveyance from December 1 through the last day of February that has not been in contact with a suspect water, positive water or infested water within the past thirty (30) days and who did not encounter a mandatory aquatic invasive species check station prior to reaching any of the waters of this state may launch without inspection.

(h) 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.

(i) A conveyance suspected to contain an aquatic invasive species shall be decontaminated before said conveyance shall be allowed to contact any waters of this state.

(j) Decontaminations shall be conducted only by those authorized inspectors that have received additional Department training to conduct decontaminations and are specifically authorized to do so.

(k) Any person operating a conveyance may be ordered to remove the conveyance from any of the waters of this 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 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.

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.

(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 of the waters of this state.

WYOMING GAME AND FISH COMMISSION

David Rael, Vice President

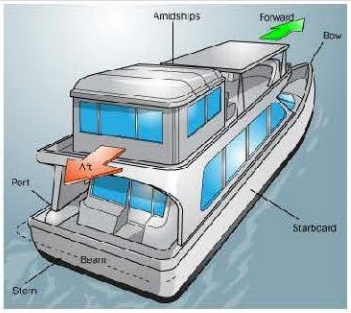
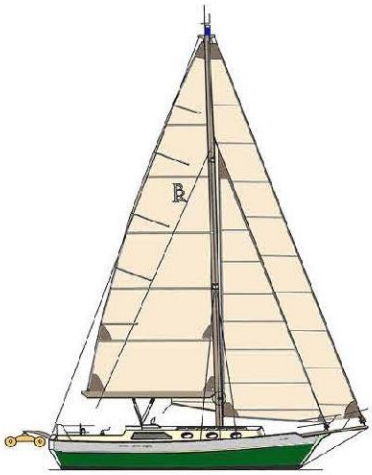
Dated: July 11, 2018

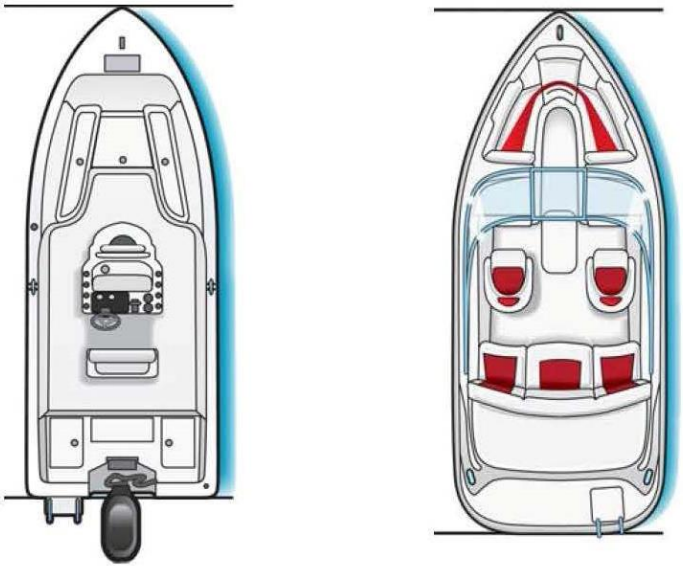
Appendix I: Wyoming Game and Fish AIS Decal Requirement Guidelines

Does My Watercraft Need an Aquatic Invasive Species (AIS) Decal?

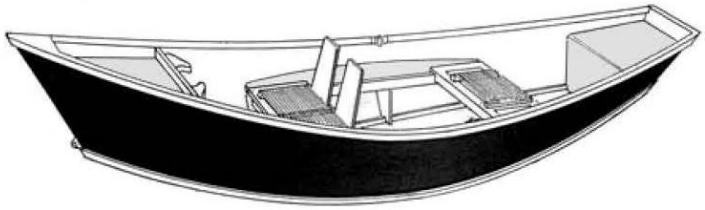
All watercraft using Wyoming waters are required to display an AIS decal. Costs for the decal are $10 for motorized watercraft registered in Wyoming, $30 for motorized watercraft registered in other states, $5 for non-motorized watercraft owned by Wyoming residents and $15 for non-motorized watercraft owned by non residents. Non-motorized inflatable watercraft 10 feet or less in length are exempt.

There is often confusion about whether an AIS decal is required for a specific type of watercraft. The following guide should be used as a reference to determine if a decal is required for your watercraft. Please contact the Wyoming Game and Fish Department if you have further questions about this requirement.

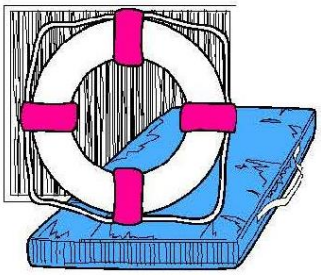
Watercraft Type	Images	Decal Requirement
Motorized: house boats, cabin cruisers (large and complex watercraft).	  ©2008 John Fuller; howstuffworks.com (left photo); ©Bruce Roberts, bruceroberts.com (right photo)	Required
Sailboats (motorized or non-motorized).	  ©Bruce Roberst, "Roberts CS 34", bruceroberts.com (left photo); ©Wikipedia (right photo)	Required

Watercraft Type	Images	Decal Requirement
Motorized: ski boats with ballast tanks, wakeboard boats.	 © ActiveH20.com	Required
Motorized: standard watercraft, all open boats with motors (including outboard, inboard, and inboard/outboard).	 © Kalkomey Enterprises, Inc. Courtesy of boat-ed.com. "Take a boating course at www.boat-ed.com"	Required
Personal watercraft , jet skis.	 ©personal watercraft.com (left photo); ©jazzmotorsports.com (right photo)	Required

Watercraft Type	Images	Decal Requirement
Motorized Inflatable watercraft: including inflatable zodiac, inflatable personal watercraft.	 © Cosas de Barcos (top photo); ©Stock2retail.co.uk (bottom left photo); ©2012 Shawn Alladio (bottom right photo)	Required
Non-Motorized Inflatable watercraft **over 10 feet in length**: including rafts, inflatable canoes and kayaks.	 © Sevylor (top left photo); ©Courtesy of Aire (bottom right photo)	Required

Watercraft Type	Images	Decal Requirement
Motorized or non-motorized: drift boats, small fishing boats and dories powered by oars or electric trolling motors.	  ©Photo courtesy of Glen-L Marine (top photo); ©2012 Tracker Marine Group, trackerboats.com	Required
Motorized or non-motorized: canoes and kayaks.	 © Courtesy of Necky Kayaks (top left photo); courtesy of Old Town Canoe (top right and center photo); Courtesy of Ocean Kayak (bottom photo);	Required

Watercraft Type	Images	Decal Requirement
Non-Motorized Inflatable watercraft **10 feet in length or less**: including rafts, catarafts, and inflatable canoes.	 ©Sevylor (top right and left photo); ©Aire.com(bottom photo)	Exempt
Non-motorized: paddle boards, surfboard, sailboards, kite boards, longboards (with no cavities, depressions or storage compartments that may transport water).	 ©Dave Stubbs, 33surfe.com (top left photo); ©Boatstogo.com (top right photo); ©LMBD Global Solutions Canastota, NY (bottom photo)	Exempt

Watercraft Type	Images	Decal Requirement
Water sport toys: personal flotation devices, float tubes, tow behind floats(these are not considered watercraft).	   © Wisconsin DNR (top left photo); © Courtesy of Aire (right photo); © Sevylor(bottom left)	Exempt
Amphibious vehicles used in both water and land (propelled by wheels).	 © Argo	Exempt