WYOMING

AQUATIC INVASIVE SPECIES

WATERCRAFT INSPECTION

AND DECONTAMINATION MANUAL

Conserving Wildlife – Serving People

Revised 2023

Recommended Citation

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What are aquatic invasive species (AIS)?

Aquatic invasive species means exotic or nonnative aquatic organisms determined by the Wyoming Game and Fish Commission to pose a significant threat to 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 known as aquatic nuisance species (ANS), non-native species, exotic species, nonindigenous species, weeds, or pests. They can be non-native plants, animals or other organisms. Common AIS include 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, and municipal, commercial, and agricultural water supply and distribution. In their native environments, invasive species are controlled by predators, parasites, pathogens, or competitors. However, when they are transported outside their native range, the natural checks are usually left behind, giving AIS an advantage over native species and making them exceedingly difficult, if not impossible, to control. Watercraft inspections and decontaminations help control the spread of AIS by managing the largest vector of transportation.

What is the purpose of this manual?

To reduce the threat of AIS to aquatic resources, Wyoming requires any watercraft entering the state by land between March 1st and November 30th to undergo an inspection prior to launch (Appendix A and B). Inspection requirement are extend year around if the watercraft was last used in a zebra or quagga mussel positive water.

This manual is a training tool and a reference outlining watercraft inspections and decontamination procedures certified AIS inspectors will follow. While this manual emphasizes the two most threatening AIS to Wyoming (zebra and quagga mussels), the procedures apply to all AIS. Procedures detailed in the manual apply to watercraft of all makes and styles, all associated equipment including motors, trailers, compartments etc., and any other items that routinely come in contact with the water. Definitions of commonly used terms are in Appendix C. Authorized AIS inspectors must complete a watercraft inspection/decontamination certification course prior to conducting watercraft inspections and decontaminations. Certification requirements are detailed in Appendix D.

Prevention efforts have paid off so far; to date there are no known populations of zebra or quagga mussels in Wyoming. As a certified watercraft inspector and decontaminator, you will play a vital role in keeping invasive mussels and other AIS out of Wyoming.

What are zebra and quagga mussels?

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

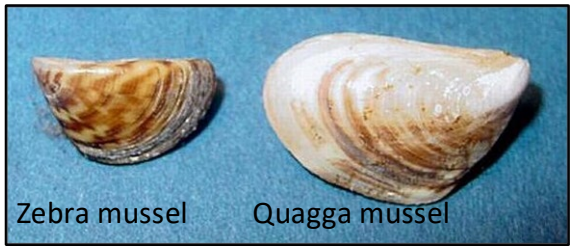


Photo by USGS

Zebra mussels, native to the Black and Caspian Seas, were discovered in the Great Lakes in 1988 and have since spread to 42 states in the United States. Quagga mussels, native to the Dnieper River drainage in Ukraine, were discovered in the Great Lakes in 1989. Both zebra and quagga mussels can survive chilly 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). Their microscopic larvae called veligers are planktonic and free-floating. Veligers float in the water column or are carried in the current for about four to eight weeks. Veligers develop shells and settle onto any solid surface, including the skin or shells of native aquatic species.

Why should we be concerned about zebra and quagga mussels?

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 could be ten 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.

They clog water infrastructure, affecting water supply and quality.


Photo by Craig Czarnecki

Zebra and quagga mussels attach via byssal threads to hard surfaces. They attach to most underwater structures and can form dense clusters that impair facilities and impede water flow. They clog intake pipes, 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. 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 can 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, they remove substantial 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, 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 extended periods of time. The weight of attached mussels can sink navigational buoys. Zebra and quagga mussels also affect 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 for water treatment plants, power plant intakes and dams has cost 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 exceedingly difficult to eliminate.

In very few 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, juveniles and larvae. Managers in Nebraska drained Lake Zorinsky, a 255-acre public lake, for a year, allowing the winter temperatures to freeze out the zebra mussels. Eradicating or treating zebra or quagga mussels in large water bodies or connected waterways is not likely, so prevention is critical.

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

They spread quickly to other water bodies.

Mussels can spread to other bodies of water by attaching to watercraft hulls, anchors, trailers and fishing equipment. They can live up to 30 days out of 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, and can survive in standing water for up to 27 days.

How did invasive mussels get to North America?

Zebra and quagga mussels were likely introduced into the Great Lakes through discharged ballast water of ocean-going ships. They made their way to the western United States on trailered watercraft. Invasive mussels are now currently found in most eastern states and some western states, such as Arizona, California, Colorado, Nevada, Nebraska, North Dakota, South Dakota and Utah (Figure 1). The U.S. Geological Survey (USGS) updates an occurrence map for zebra mussels at http://nas.er.usgs.gov/taxgroup/mollusks/zebramussel/ and quagga mussels at https://nas.er.usgs.gov/queries/FactSheet.aspx?speciesID=95 . New mussel populations were discovered in Colorado and in South Dakota west of the Missouri River in 2022.

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.

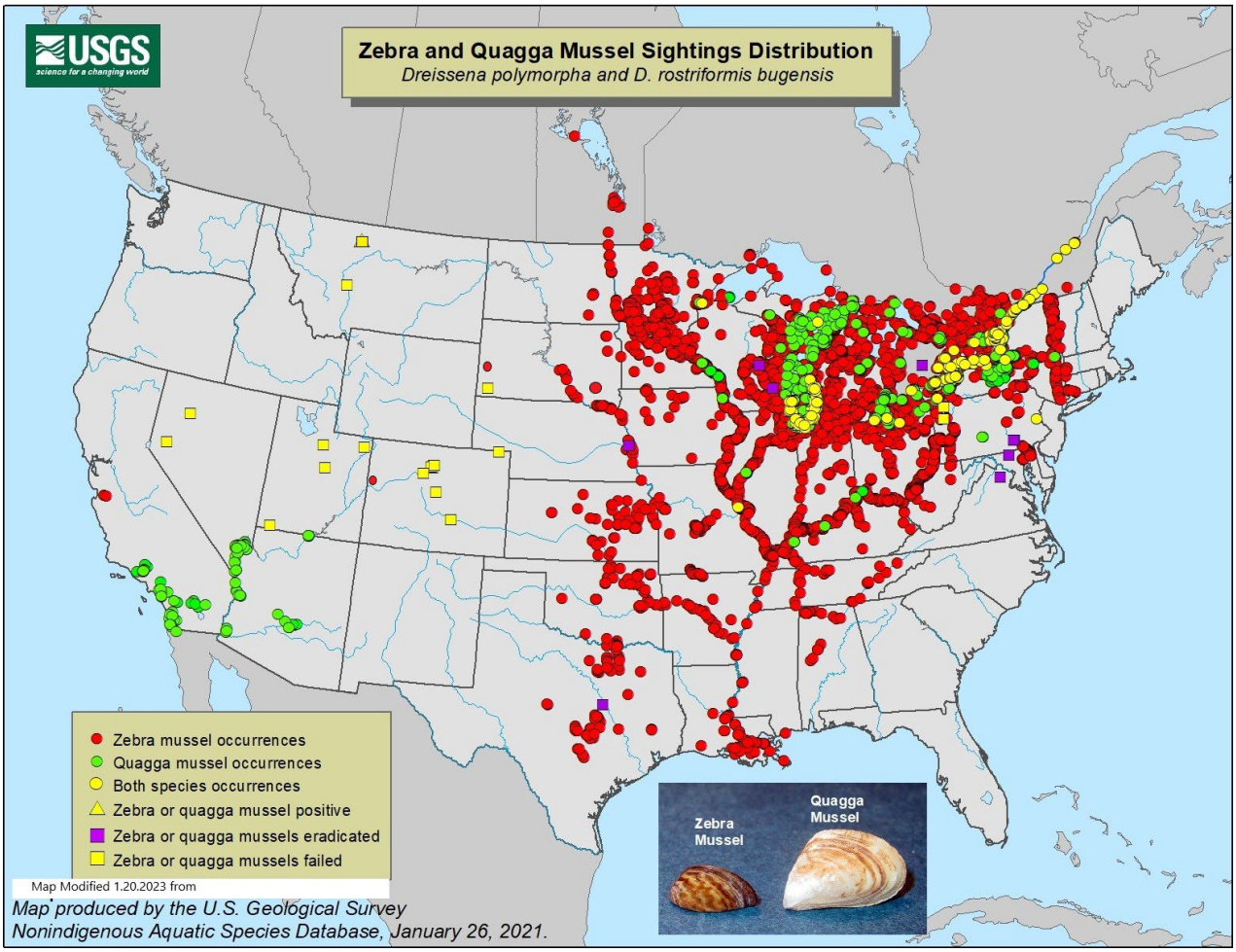


Figure 1. Zebra and quagga mussel distribution in the lower 48.

What other AIS should I be concerned about?

Certified AIS inspectors may encounter more than just zebra and quagga mussels while conducting watercraft inspections. Wyoming currently has known populations of Asian clam, brook stickleback, curly pondweed, New Zealand mud snail, and rusty crayfish (Appendix E). Additionally, many neighboring states also have populations of other AIS. Wyoming Game and Fish Commission AIS Regulation; Chapter 62 provides a list of species defined as AIS in Wyoming (Appendix B). For more information on other AIS of concern, see Appendix F.

What types of watercraft inspections will I do?

To help protect waters in the state and provide a convenience to our constituents, you will be doing two types of inspections depending upon the situation.

Standard inspection is the minimum inspection required for all watercraft and must be completed before the watercraft is allowed to proceed. This is the most common type of inspection you will be conducting. The procedure will take about three minutes or longer depending on the complexity of the watercraft. Detailed information for standard inspection is on page 8.

High-risk inspection involves a closer examination of the watercraft than a standard inspection. Any watercraft identified as high-risk during the standard inspection must then receive a high-risk inspection. Watercraft are considered "high-risk" if the watercraft was used on a high-risk water (a water classified as infested, positive or suspect for zebra or quagga mussels) or in a high-risk state (any state with at least one high-risk water) and contains any standing water. A high-risk inspection is a very thorough inspection that may take up to 30 minutes depending on the complexity and size of the watercraft. For more details on high-risk inspection, refer to page 11.

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 climbing in and out of 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 aquatic plants, animals, or mud on 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, and any equipment. Bilge, ballast, and live-well plugs must be removed when leaving any body of 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. Leave wet compartments open to completely dry. Suggested dry times for watercraft and equipment moving between waters within Wyoming are 5 days in the summer, 18 days in the spring/fall or 3 days in freezing temperatures.

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 on. Gain an understanding of the waters in your area. Offer information (camping opportunities, local weather forecast, fish species present, how the fishing has been recently, etc.). Remind boaters most watercraft require an AIS decal prior to launch; for a guide to watercraft decal requirements see Appendix G. Always remember what you do or don't do while wearing the Department's uniform reflects upon the State of Wyoming!

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 be thorough enough to assess the risk of all watercraft.

4. Perform High Risk Inspections, When Necessary
Conduct a thorough high-risk inspection when a watercraft is determined to be high risk.

5. Decontaminate
If you find standing water from a high-risk water or state, mussels, other AIS, or find reason to believe the watercraft may have AIS, the watercraft must be decontaminated.

Inspectors will need to be sure the proper equipment and materials are available to conduct inspections and decontaminations at check stations (Appendix H).

Education is the most important component of your efforts as an AIS inspector. For a list of frequently asked questions, see Appendix I.

Where should watercraft inspection and decontamination stations be located?

Ideally, AIS inspections, draining, and decontamination should occur 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/live-well water cannot flow into the water body. Decontamination should be conducted away from any water or

storm drains. The inspection/decontamination area should be delineated with signs and cones, directing watercraft to the appropriate area.

Which watercraft pose the greatest risk of transporting AIS?

The risk of a watercraft transporting AIS has less to do with the size or complexity of the watercraft and more to do with the last water(s) on which it was used. If the watercraft was used on a waterbody free of AIS, the risk is low. If it was used on a high risk water or in a high risk state and contains standing water, the risk is high. Keep in mind the size and complexity of a watercraft will affect the time it takes to complete a standard or high-risk inspection. More complex watercraft will take longer to inspect as they have more areas that could contain standing water or harbor AIS. Remember not all inspections are straight forward and can pose unique challenges (Figure 10).

All watercraft and floating devices (including their contents, motors, anchors, wells, trailers, and other associated equipment) have the potential to move AIS when used on a high risk water. Non-motorized watercraft are less complex than motorized, but can and do transport AIS, requiring them to be inspected (Table 1). As the complexity of the watercraft increases, inspectors need to be more diligent to look at and inspect every part of the watercraft to ensure it is free of AIS. Of special concern are watercraft that are moored on high risk waters or in high risk states, especially when commercially hauled due to an unknown history. Mooring of a watercraft (more than 24 hours) provides greater opportunity for mussels to attach to watercraft.

Table 1. Watercraft come in all shapes, sizes and complexity. This table illustrates the complexity of common watercraft and helps inspectors identify where they need to look for AIS. Categories include high, medium to high, medium, and low.

Watercraft Type	Levels of Complexity
House boats Cabin cruisers	**High** —requires thorough inspection, complex watercraft, typical moored for a period of time.   

Wakeboard boats Ski boats with ballasts Large open hull boats (with live-wells etc.) Sail boats	**Medium to high**—inspect hull, interior, live wells and compartments, bilge, ballast, engine, trailer and equipment.   
Small open hull boats with outboard motors (no live wells, no bilge tanks) Personal watercraft (PWC, Jet Skis)	**Medium** – inspect the hull, interior, motor, trailer, and equipment.   
Non-motorized watercraft: Canoes, Kayaks, Rafts, Drift Boats, Paddle boards. *Remember decal and inspection requirements are different	**Low** —inspect the hull, interior, equipment, trailer (if present).   

Pets and personal equipment such as waders, fishing gear, and decoys usually pose a low risk of transporting mussels and do not require an inspection, but may be inspected as part of a high-risk inspection when onboard a watercraft. It is still a possibility pets and equipment could transport AIS, organisms like New Zealand mud snails and curly pondweed are easily transported in mud and debris on personal equipment. It is important to educate the public to clean drain and dry **ALL** personal equipment and pets, especially if leaving an infested body of water.

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 you will be conducting. The inspection will take about three minutes or longer depending on the complexity of the watercraft. You will be recording the information collected during the inspection on either a tablet or in a receipt book. Both will be explained more thoroughly later in the manual. During a standard inspection you will interview the watercraft owner, collect information about the watercraft and inspect the following (Figure 2):

- Hull – rapid exterior inspection of the watercraft
- Trailer
- Through hull fittings

- Motor(s) – must be lowered to drain any existing water
- Live wells, ballasts, water holding compartments – ensure they are dry
- Sea strainers – ensure they are clean and free of debris
- Bilge/plugs – remove plugs and ensure bilge is drained
- Anchor – ensure the anchor and line is free of mud and debris

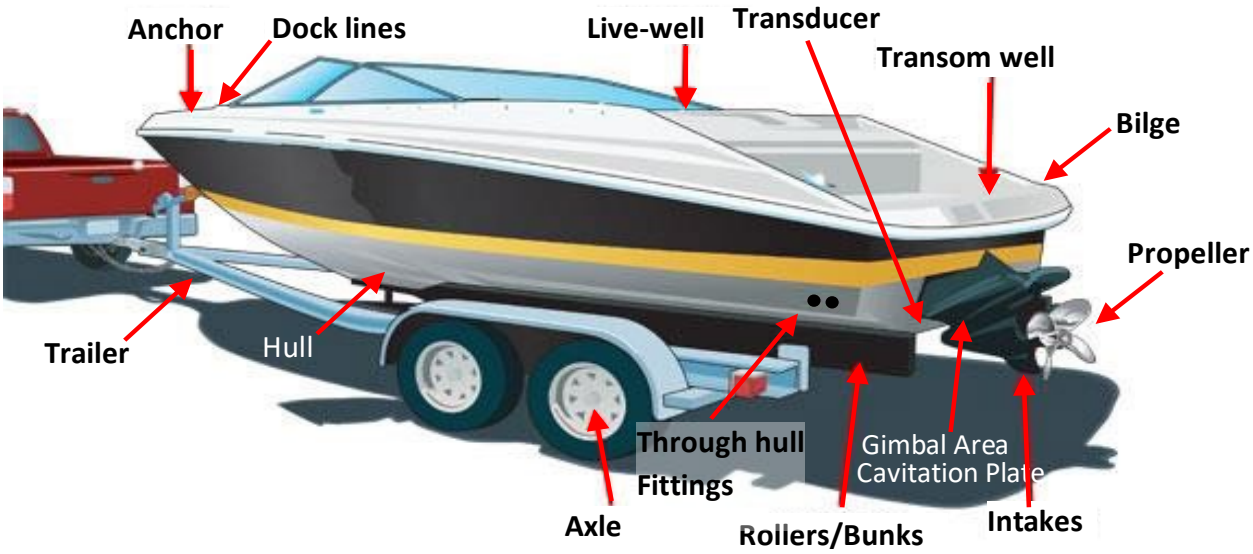


Figure 2. Diagram of a standard watercraft detailing areas to check during watercraft inspection.
Photo modified from Wisconsin DNR.

While interviewing the boater, you will be asking the following questions:

- When and where the watercraft was last used, plus any additional waters within the last 30 days. This information is key for risk assessment.
- Where the watercraft will be used next.

<u>The following seven steps will give you an idea of what a standard inspection looks like:</u>

Step 1: Ensure Personal and Public Safety

As you approach the towing vehicle, ensure personal and public safety. You **must** ask the driver to turn off the engine, put on the parking brake and step out of the vehicle. After gaining permission you may have to climb on the watercraft and look under the trailer. Be careful.

Step 2: Initiate Contact

Introduce yourself and explain why we need to inspect the watercraft. Share the primary education message, **CLEAN•DRAIN•DRY.** The importance of education cannot be overemphasized. Few reservoirs or lakes in Wyoming will have an AIS check station, so it is **<u>essential to show boaters how to inspect their own watercraft</u>**. Impress upon the boater how AIS damage boats, gear, fisheries, and water infrastructure. Provide brochures or other information when possible. **Explain to boaters state law requires that all plugs/barriers must be removed and remain out during transport so that all water within the watercraft drains when they**

leave the last water (bilge, ballast, live-well, motors, etc.). Be sure one of the first steps during an inspection is to collect watercraft or vehicle registration in case a boater refuses an inspection.

Step 3: Check for a seal.

One of the first steps of every inspection should be checking for a watercraft seal. To speed up the inspection process for boaters, most western states use a watercraft seal system. When a watercraft is inspected at an off-water (i.e., border check station, regional office, etc.) or exit location an inspector may apply a seal via a wire that connects the watercraft to it trailer. The inspector will also provide the boater with a receipt to document the inspection. Seals are applied by several surrounding agencies to eliminate redundant inspections. Not all seals are accepted by the State of Wyoming. More information on seals and sealing boats is provided later in the manual.

Step 4: Determine Risk Factors.

While inspecting the boat you will ask the watercraft owner where the watercraft was used last, then ask for them to identify all the waters the boat was used on in the last 30 days. If the boat was used on a high-risk water or in a high risk state (Appendix J) recently, you will need to consider switching to a high risk inspection. Your decision will be further informed as you inspect the watercraft to determine if there are other risks, like standing water. If the watercraft is low risk, continue with the standard inspection protocol. You will be able to move low risk watercraft through an inspection quickly. If you determine that you have a high-risk watercraft, you will need to proceed with the high-risk inspection protocol (page 11). ***Remember quagga and zebra mussels and other AIS of concern do not survive in salt water. If you encounter a watercraft last used in saltwater proceed with a standard inspection irrespective of the state. If anything is attached to the hull, standing water or AIS is found - switch to a high risk inspection. Remember salt water barnacles are not an AIS in Wyoming (Figure 3).**

Figure 3. Salt water barnacles attached to the hull of a boat.

Step 5: Rapid Exterior Inspection

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. Juvenile mussels (settlers) may feel like bumps or sandpaper on the watercraft. 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, electrical wires, the license plate, and trailer pads.

Step 6: Ensure the Watercraft is drained

Ask the owner to lower the motor(s) to ensure it is drained. If applicable, ask the owner to remove the bilge plug (and other plugs). **Remind the watercraft owner that all plugs and other water barriers must be removed and remain out/open during transport in Wyoming.** You may need to get into the watercraft to

look in the bilge, live-wells, and/or compartments. Ask for permission to climb into the watercraft. Follow the owner into the watercraft in the same way they entered. Ask the owner to activate any bilge pumps, if present, to show they have been drained. Then, ask to see all the live-wells, ballast tanks**,** and sea strainers. If the watercraft is determined to be low risk and has standing water in any container, drain the water and allow the boater to proceed. If the watercraft was previously determined to be high risk, and has standing water in any container, proceed with the appropriate standing water decontamination. For personal watercrafts (PWC) ask the owner to start the PWC and quickly rev the throttle to no more than ½ power two to three times, to blow out any residual water from inside the motor. This is called "burping the motor." The motor should not be run for more than 30 seconds. This procedure only applies to PWC's (Jet Ski, wave runner, etc.) and not jet motors.

Step 7: Closeout

When the inspection is complete, remind the boater to **travel with the bilge and other plugs out during transport** and to replace the bilge plug immediately prior to launching. Suggest that the boater leave the sea strainer out prior to launching to aid in the drying of internal hoses and compartments. Give the watercraft owner a complete inspection receipt. Thank the boater and remind them to **CLEAN•DRAIN•DRY** upon exiting the water at the end of their trip. Remember to **always be polite**! Your actions reflect on the Department. Boaters will remember and share the good and the bad encounters. First Impressions are everything!

A flowchart is available to assist you in preforming inspections quickly and efficiently (Appendix K).

What is the protocol for high-risk AIS inspections?

A high-risk inspection involves a closer examination of the watercraft than a standard inspection. Any watercraft identified as high-risk during the standard inspection should receive a high-risk inspection.

A high-risk inspection is required if:

- The watercraft has been in high-risk water in the past 30 days.
- The watercraft was last used in high-risk water, even if it was over 30 days ago.
- The watercraft has been in a high-risk state in the past 30 days and has standing water.
- The watercraft has a ballast system and was used in a positive water within in the past 30 days, regardless of decontamination status.
- The watercraft has anything attached to the hull.
- 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 come in contact with the water or could hold water. A high-risk inspection should include the following:

- A thorough 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 will vary depending on the type and complexity of the watercraft and could range from five to over 30 minutes (Appendix L).

- Start your high-risk inspection at the bow and work your way to the stern carefully inspecting all surfaces of the boat and trailer as you go. Don't forget to check the thru hull fittings. At the stern of the boat continue your examination of the hull and trailer. Before leaving the stern examine every nook and cranny of the motor(s) and motor mounts. Use a flashlight to see into the dark recesses. Once you are done with the motor(s) finish examining the hull and trailer on the remaining side.
- Now it is time to check for water and AIS inside the watercraft. Ask permission to enter the watercraft and then follow the owner into the boat. As you climb on the watercraft, be careful not to scratch or scuff surfaces.
- Check for standing water in the bilge, live wells, ballast tanks, and compartments that may have come in contact with high risk water. Remove soft sided ballast tanks and drain water.
- Spend time looking at gear (life jackets, fishing gear, scuba gear, water toys, bumpers and bumpers lines, etc.) that could contain or have been immersed in high risk water, especially the anchor and anchor compartment(s). If possible, ask the owner to open the compartments or pull out the gear rather than doing it yourself to avoid damage.
- Ask the operator to activate bilge pump(s) and to remove any sea strainers present for your examination.
- All plugs (ballast, bilge, live-well) must be removed and stay out during transport, including the center plug in wakeboard boats.
- All vegetation and mud must be removed from all areas of the watercraft including sea strainers.
- Always complete the entire high risk inspection even if you find something that warrants a partial or full decontamination.
- If sandpapery bumps, mussels, plant material or gelatinous masses are found that you reasonably believe could be potential AIS, conduct a full decontamination.

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

What if a watercraft contains standing water?

Pay careful attention to all watercraft that cannot be completely drained and therefore contain standing water. Aquatic diseases like whirling disease and organisms, such as zebra and quagga mussel larvae (veligers), are microscopic and can be transported in water. Veligers 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 veligers to survive – more research is needed. Regardless, areas that maintain water or moisture for extended periods of time may not dry sufficiently and could harbor veligers. Experts believe smaller amounts of standing water present lower risk if:

- The water temperature is over 90°F.
- Water is oily.
- Compartments with small amounts of water have been closed and have little or no airflow.
- The 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 the watercraft has been in a low-risk water in a high-risk state, 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 containing standing water including the bilge, live-wells, ballast and motor. 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 fully drain. If water cannot be completely drained, those portions containing standing water should be decontaminated.

If the watercraft was last used in a low risk state and has only been used on low-risk waters in the last 30 days and contains ANY standing water, drain the water and finish the standard inspection. If the risk remains low, allow the watercraft owner to proceed.

**Always assume inboard (I) and inboard/outboard (I/O) motors have standing water that cannot be drained.

Be extremely cautious with any watercraft used in a high-risk water or high-risk state

Ballast tanks pose a significant risk for transporting water - be sure to inspect all ballast tanks onboard the watercraft

What is a watercraft inspection/decontamination receipt?

Every inspection and decontamination must be documented. Once the procedure is complete a receipt documenting what was done must be given to the watercraft owner. Inspection information can be entered into electronic device and printed or it may be handwritten in a receipt book. Decontaminations must be hand written in a receipt book to allow for a permission signature from the watercraft owner.

Whenever possible, inspection should be completed utilizing the **watercraftinspection.org** (WID Mobile) application on one of the check station devices and a receipt printed for the watercraft owner. WID Mobile has many users throughout the western United States (Figure 4). By entering the information into WID Mobile the information is immediately available to other users. Be sure the information being entered into WID Mobile is accurate. Once the inspection is completed a receipt is printed on a local or mobile printer (Figure 5). When technology fails, or you are at a location unable to utilize the technology, the inspection will be completed with a receipt book. Keep the top (white) copy for your records and provide the boater with the bottom carbon (yellow) copy (Figure 6). You must use a written carbon copy receipt for a decontamination (Figure 7).

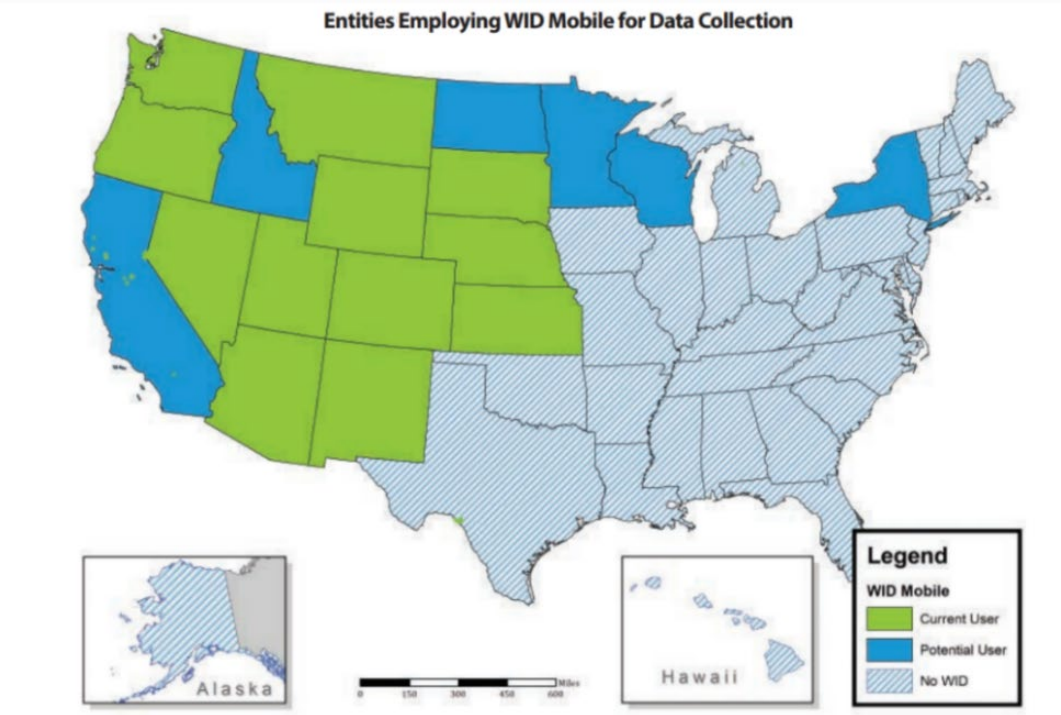
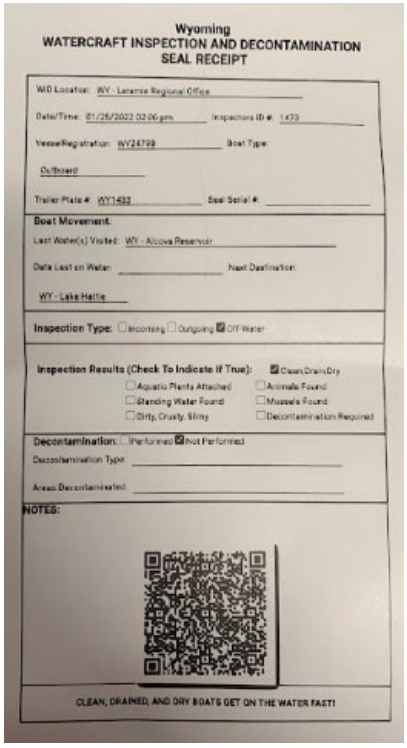


Figure 4. States using the WID Mobile application.

Regardless of whether inspections are entered into an electronic device or handwritten in a receipt book, steps 1-11 and 15 below provide an outline of the information being collected. The watercraft decontamination portion of the receipt book must be completed for each decontamination. If you are using the receipt book for the high-risk inspection you will continue to use the same page to document the decontamination. If you are entering high-risk inspection data into an electronic device and find a need to do a decontamination, submit the high-risk inspection electronically (do not print) and then switch to a receipt book. Fill out steps 1-7 of the inspection section and all of the decontamination steps on the receipt book. The watercraft decontamination portion of the receipt book documents the watercraft owner has given us permission to decontaminate their boat. Keep the top (white) copy for your records and provide the boater with the bottom carbon (yellow) copy.



Wyoming
WATERCRAFT INSPECTION AND DECONTAMINATION
SEAL RECEIPT

WID Location: WY - Laramie Regional Office
Date/Time: 01/25/2022 02:06 pm Inspectors ID #: 1433
Vessel Registration: WY24798 Boat Type:
On Board
Trailer Plate #: WY1433 Seal Serial #:

Boat Movement
Last Water(s) Visited: WY - Alcova Reservoir
Date Last on Water: Next Destination:
WY - Lake Hattie

Inspection Type: ☐ Incoming ☐ Outgoing ☑ Off Water

Inspection Results (Check To Indicate If True): ☑ Clean Drain Dry
☐ Aquatic Plants Attached ☐ Animals Found
☐ Standing Water Found ☐ Mussels Found
☐ Dirty, Crusty, Slimy ☐ Decontamination Required

Decontamination: ☐ Performed ☑ Not Performed
Decontamination Type:
Areas Decontaminated:

NOTES:

CLEAN, DRAINED, AND DRY BOATS GET ON THE WATER FAST!

Figure 5. Printed inspection receipt.

WYOMING AQUATIC INVASIVE SPECIES WATERCRAFT INSPECTION/DECON RECEIPT - AGENCY CLEAN DRAIN DRY

Date:	Time:	Inspector ID:	Inspection Location:	Motor Type: (Circle one): (O) I I/O NM PWC JET
7/4/20	1:30pm	279	E80	

Watercraft Reg # or State/Type: (ex: WY1234BB, UT Canoe, CO 2 Kayaks)	State/Trailer/Vehicle Plate #: (ex: WY 12-123, CO 123ABC)	Last Used: 6 Days ___ Weeks ___ Months ___ Years
UT1234BB	UT123ZWY	Valid Decal/Receipt: Yes (No) Not Required — Informed: (Yes) NA

Last Water, State: *ALL waters in last 30 days	Next Water, State:	Watercraft Already Has Valid Seal? If yes, record seal number, state, circle "No Inspection", and only complete portions above grey line
Strawberry Reservoir, UT Echo Reservoir, UT High Risk Water / State? [X]	Flaming Gorge, WY	Yes (No) Seal #/State:

Possession of Live Baitfish? Yes (No)	*Valid Live Baitfish Receipt or Seining License: Yes No (NA)	*Reminder - Use and possession of live baitfish is not allowed from out-of-state or west of continental divide

Inspection Type: (Circle One) (Standard) High Risk No Inspection

Procedures: (Circle when completed) (HULL/EXTERIOR) (TRAILER) (MOTOR) (ANCHOR) (LIVEWELL) (BILGE) ~~BALLAST~~ ~~SEASTRAINER~~

Bilge Plug Out:	Standing Water:	Plants Attached:	Decontamination Required:
(Yes) No	Yes (No)	Yes (No)	Yes (No)
If no, remove to drain	*If yes, remove water*	*If yes, remove all plants*	*If yes, complete decon portions below*

Decontamination Type: (Circle One) Standing Water Plant Full

Compartments Decontaminated: (Circle those that apply) HULL TRAILER MOTOR ANCHOR LIVEWELL BILGE BALLAST SEA STRAINER STORAGE EQUIPMENT

Post Decontamination Inspection Completed ☐ Supplemental Decontamination Forms Completed ☐

Watercraft Owner/Operator Name: _____ Email: _____

Phone: _____ Signature: _____

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

Seal Applied:	Serial Number of Seal Applied:	Decontamination ID: (Location Code - Date (mmddyy) - Watercraft Reg #)
(Yes) Receipt Only	WY-123456	

AN AIS DECAL IS REQUIRED** BEFORE LAUNCHING ON WYOMING WATERS
**Not required on non-motorized inflatable watercraft 10 feet or less, or if not launching in Wyoming

Entered into Database ☐

Figure 6. Properly filled out watercraft inspection receipt.

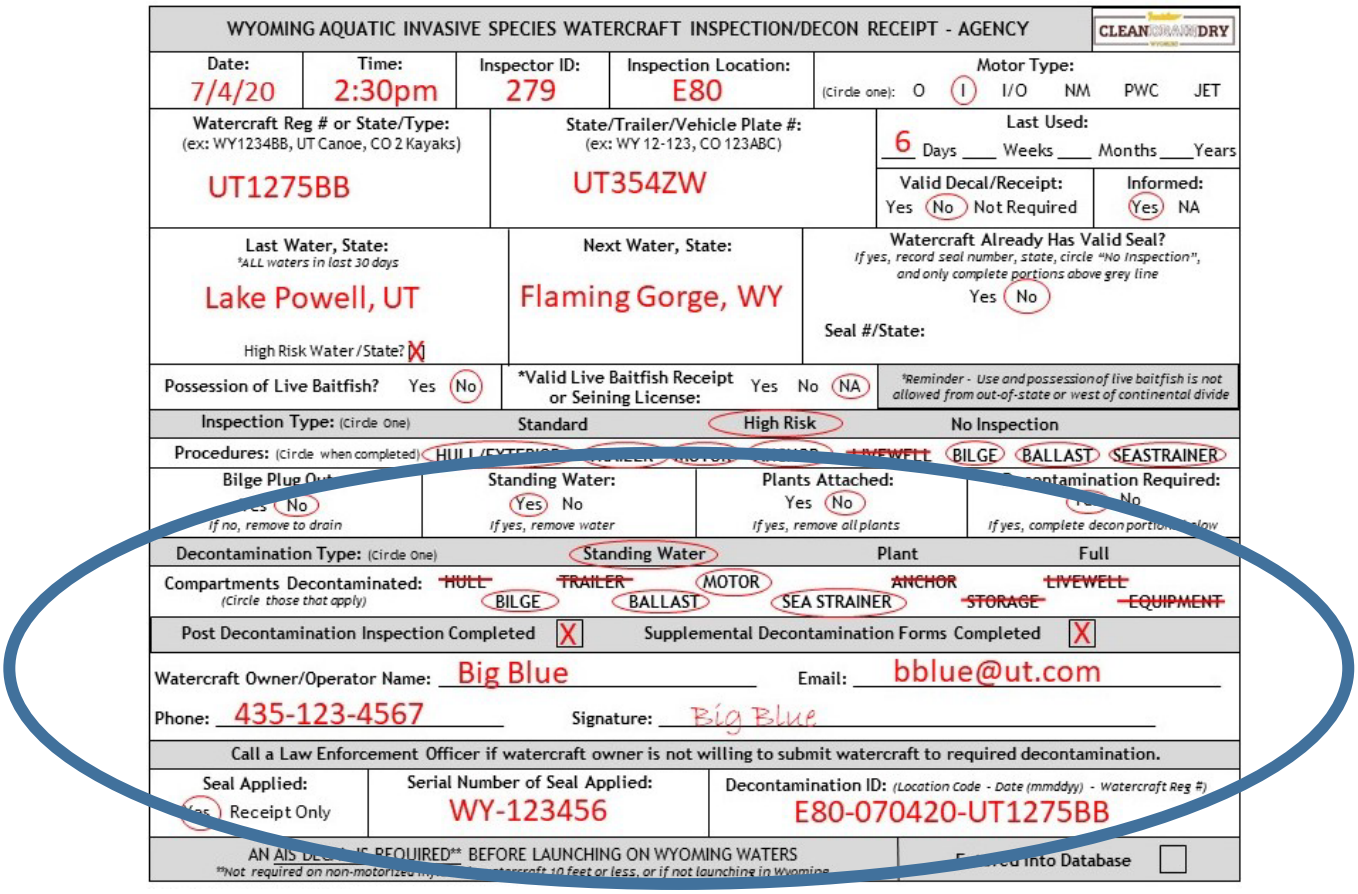


Figure 7. Properly filled out decontamination portion of watercraft inspection/decontamination receipt.

Below are the steps and information being collected during an inspection/decontamination. If you are using an electronic devise and the watercraft owner has a printed receipt from a prior inspection, scan the QR to auto-population information about the watercraft and previous inspection (Figure 5).

1. Record the date, time, and your inspector ID. If you do not know your inspector ID, print your full name.
2. Record the inspection location; either write out or use code provided (Appendix M).
3. Circle the motor type (O = outboard, I/O = inboard/outboard, I = inboard, NM = non-motorized, PWC – personal watercraft/jet ski, JET = jet boat).
4. 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, NRS Raft, Yellow Kayak, etc.).
5. Watercraft and vehicle/trailer registration should be entered without spaces or symbols. States must be selected via the drop-down arrows.
6. Record the date last used, and whether they have a valid decal or decal receipt. Circle "Not required" if the watercraft is exempt from the decal or if they do not intend to launch in Wyoming. If there is no

decal or receipt, inform the boater of our requirements prior to launching and circle “Yes” in the informed box.

7. Record the last water and state, and all other waters in the last 30 days. Check the box if coming from a high-risk water or state. Record the next water and state where the boat will be launching.
8. Check whether the watercraft already has a valid seal and receipt with matching serial numbers. If it does, circle “Yes,” fill out the seal number and state, and circle “no inspection” on the receipt. Leave valid seals intact. If “No,” proceed with the standard inspection. Detail information on seals can be found below.
9. Check if the boater is in possession of live bait. If so, check to see if they have a proper live baitfish receipt or seining license, and if they are in the area where this is allowed.
10. Circle standard inspection, high-risk inspection, or no inspection (for boats already sealed with proper receipt).
11. Circle whether the hull/exterior, trailer, motor, anchor, live-well, bilge, ballast, and/or sea strainer were inspected.
12. Note whether the bilge plug was still in at the time of inspection, whether the watercraft has any standing water, whether plants were attached to the watercraft, and whether decontamination is required.
13. If decontamination is required, 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, standing water etc.).
14. If decontamination is required, circle whether it is a standing water decon (motor flush included), plant decon, or full decon.
15. Have the boat owner/operator complete the section with their contact information for permission to decontaminate
16. Indicate what compartments or locations of the watercraft were decontaminated. Check that a post decontamination inspection was conducted and that any supplemental decon forms were completed. .
17. Lastly, circle whether a seal was applied, or receipt only, and the seal serial number. Tear off the bottom (yellow) copy and give it to the boater.

What is a watercraft seal?

A watercraft seal is a tool that allows watercraft inspectors to physically document that a watercraft had not launched since the seal was applied (Figure 8). Seals allow for communication across jurisdictions and may assist in expediting stops at check stations for watercraft owners. Several western states have implemented a watercraft seal program as part of their AIS watercraft inspection programs. The State of Wyoming will honor seals listed in Table 2 as they meet the WGFD AIS inspection/decontamination protocols outlined in this manual.

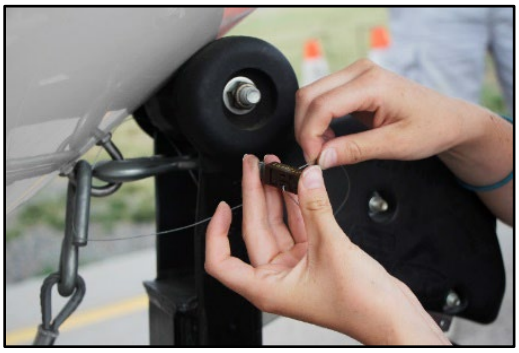


Figure 8. A typical seal properly attaching the watercraft to the watercraft trailer.

Table 2. Seals currently honored by the State of Wyoming.

Blue	Utah	State of Utah	Boat passed a successful full decontamination. Receipt given. *Seals are not given for inspection alone.
Green	Colorado	All Agencies	Boat passed a successful inspection and/or decontamination. Receipt given.
Brown- yellow lettering	Wyoming	WGFD Agency Inspection	Boat passed a successful inspection and/or decontamination. Receipt given.
Yellow – brown lettering	Wyoming	Wyoming Private Inspection	Boat passed a successful inspection. Receipt given
White	Montana	All Agencies	Boat passed a successful inspection. Receipt given.
Purple	Montana	All Agencies	Boat passed a successful decontamination. Receipt given.

**Regardless of the decontamination status, seal, or receipt, all ballast boats used on a high-risk water in the last 30 days must be high-risk inspected. If during the high-risk inspection any evidence of AIS are found, the watercraft must be re-decontaminated following the protocols beginning on page 21.

How do I treat an incoming watercraft with a seal?

A watercraft entering a check station with a seal is **not** allowed to proceed immediately. You must verify that the seal and receipt are valid and there is no evidence of tampering. Verify that the corresponding receipt had the correct procedures completed (standard inspection, high-risk inspection or decontamination). If the seal and the receipt are valid than complete the informational portion of the "inspection" including last and next waters. Don't forget to circle "yes" in the watercraft already has valid seal and record seal number and state.

What makes a watercraft seal valid?

- A watercraft seal is valid if the boater has a **receipt,** the seal's serial number matches the receipt, the watercrafts registration number matches the receipt and the seal has not been tampered with.
- And the watercraft was not used on a high-risk water in the last 30 days without having been decontaminated.

DO NOT accept a sealed boat and proceed with the appropriate inspection if:

- Watercraft has a seal not included in Table 2.
- Watercraft has a seal but the watercraft owner does not have a receipt.
- Watercraft has a seal but the receipt provided does not match the seal.
- Watercraft has not had the necessary procedures completed for use in a Wyoming water. For example a watercraft with an orange Quagga seal (Figure 9), meaning a watercraft was last used on a positive water without a decontamination.

Figure 9. Quagga seal.

How should the seal be attached?

It is critical the seal be attached in a way that it **must 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. If a seal is incorrectly attached or has been altered in any way, it is invalid and an inspection is required.

What if I can't attach a seal?

There may be times 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 provide only the inspection receipt to the owner/operator. You will need to circle "Receipt Only" under the "Seal Applied" section.

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 owner to keep the broken seal and valid seal receipt while on the water. Allow the boater to launch. However, if the watercraft will be transported through the state before launching (border check stations, regional offices) do not remove a valid seal. Advise the watercraft owner to remove the seal immediately prior to launching on the destination water and keep the seal plus receipt with them while on the water. If they get checked on the water the seal and receipt are proof that they are in compliance with AIS regulations.

Figure 10. Good examples on challenging inspection and decontamination scenario.

What if mussels or other AIS are found during a watercraft inspection?

If you find zebra or quagga mussels or other AIS, it is required that you **immediately report the find.**

Report:

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

- Date/Time
- Current location of watercraft
- Waters recently visited by the watercraft
- Destination of watercraft
- Suspected species of AIS
- Name of reporter (Inspector)

Report your suspected AIS discovery:

- Call Regional AIS Specialist (or nearest WGFD office) or AIS Coordinator (Appendix N).
- The Specialist or Coordinator will immediately inform the appropriate Regional Fisheries Supervisor.
- Inform boater it is illegal to leave prior to decontamination; if boater leaves, immediately call law enforcement. Watercraft must be decontaminated.

Documentation:

You must thoroughly **document your findings**. You will need to complete the *watercraft inspection/decontamination receipt,* and if necessary any supplemental watercraft decontamination forms. You will need to take digital pictures of the specimen and the entire watercraft before, during (if possible), and after decontamination.

- Photograph an overview of the entire watercraft, the registration number, and the area(s) of the watercraft where the specimen was found.
- 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.

Sample Collection:

Place 5-10 specimens in a sample vial and tightly seal the vial. Fill the sample vial with 70% ethanol. Do not use tap water, or "dechlorinated" tap water, as it can completely destroy sample DNA. Write the date/location/corresponding decontamination ID on the vial with a permanent marker. The decontamination ID can be found on the bottom right-hand corner of a written decontamination receipt and is composed of the station code, date, and watercraft registration (e.g. E80-070423-UT1234BB).

Identify AIS

Work with your Regional AIS Specialist to **identify the suspect AIS**; if positive identification is unable to be made, send samples to the AIS Coordinator**:**

Wyoming Game and Fish Department
Attn: AIS Program Coordinator
1212 S. Adams, Laramie, WY 82070

Decontaminate watercraft

Most sites have the ability to decontaminate watercraft, motor, trailer, personal gear, and other equipment. The watercraft decontamination receipt and forms must be completed for all decontaminated watercraft. Fill out the forms completely and photographically document the decontamination of the watercraft before, during, and after. If a decontamination cannot be performed onsite, work with watercraft owner and regional AIS Specialist to resolve the situation and create a plan to get the decontamination completed.

What is the watercraft decontamination protocol?

To ensure that zebra and quagga mussels and other AIS are killed and removed, the watercraft decontamination protocol includes the following five steps:

1—Ensure personal and public safety by wearing personal protective equipment and maintaining contact and communication with the watercraft operator and others involved in the decontamination.

2—Remove all visible mud, plants, and organisms from the exterior and interior of the watercraft.

3—Thoroughly rinse the exterior of the watercraft with hot water (140°F), flush motor with hot water (140°F) and flush the interior of the watercraft and compartments with hot water (120°F).

4—Re-inspect the watercraft after decontamination to ensure it was successful decontaminated.

5—Following a successful decontamination and re-inspection, apply a brown wire seal and give the operator a *watercraft inspection/decontamination receipt* to document the watercraft was decontaminated. The watercraft can leave the inspection site as long as there is no need to quarantine the watercraft.

Only state-certified agency personnel 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?

Every watercraft and inspection scenario you encounter will be different. If necessary, the decontamination procedure you implement will be dictated by what you find during your inspection of the watercraft. The majority of the time you are going to complete a standing water decontamination or a motor flush. Less frequently you will complete a plant decontamination or a full decontamination (Figure 11).

- **Standing Water Decontamination:** As the name suggests, this decontamination procedure targets standing water on the watercraft. Typically standing water is decontaminated if the watercraft was on 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 the standing water cannot be drained.
- **Motor Flush**: When water is found in the motor during an inspection, a motor flush is warranted if the watercraft was on 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 the standing water cannot be drained.
- **Plant Decontamination:** Plant decontaminations are warranted when plant material found during the inspection cannot be removed by hand. This could occur if plants are caught between the trailer and the hull or wrapped around the propeller or transducer.
- **Full Decontamination:** A watercraft receives a full decontamination when adult or juvenile mussels are identified on any part of the watercraft, or any suspected AIS (such as bumps on the hull) are detected.

Figure 11. An AIS inspector sprays the exterior of a mussel encrusted watercraft during a full decontamination.

The following protocols apply to all decontamination types

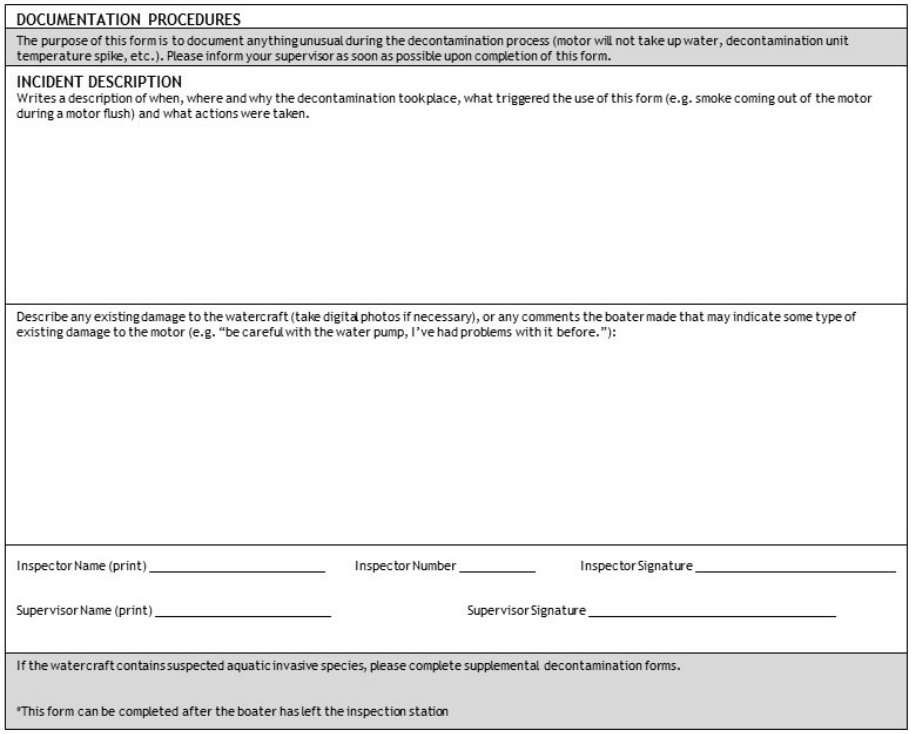
Decontamination startup protocols:

1. Complete "watercraft decontamination" portion of the receipt and have owner sign bottom portion giving permission to conduct decontamination.
2. Gear up with PPE (Appendix H).
3. Start decontamination unit and turn on burner. Adjust thermostat to the appropriate temperature – either 120°F or 140°F as prescribed in the following protocols. Test the temperature of the water by spraying water into a bucket and verifying the temperature with a digital thermometer. Failure to do this can result in boat damage or ineffective decontamination.

Decontamination ending protocols:

1. After decontamination is complete:
   - Turn off the decontamination unit burner.
   - Run water through unit, hose and attachment until discharge water is cold (do this away from any watercraft in a high and dry area).
   - Turn off decontamination unit while holding trigger on hose attachment so pressure in the hose is discharged.
   - Remind boater to travel with all barriers to water open and plugs out. Remind boater to replace immediately before launch.
   - Thank the boater.
   - Provide them with the completed watercraft Inspection/decontamination receipt.

2. If there are any issues encountered during the decontamination that may have resulted in damage to the watercraft, complete the *suspected watercraft damage form* found on the back of the *watercraft inspection/decontamination receipt* (Figure 12).



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

Writes 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 _____

If the watercraft contains suspected aquatic invasive species, please complete supplemental decontamination forms.

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

Figure 12. Suspected watercraft damage form

Standing water decontamination protocol

All watercraft with any standing water need to be drained, regardless of where the watercraft was last used. Once dry, those watercraft that have only been used in low risk waters in the last 30 days can proceed without being decontaminated. Standing water decontaminations are necessary when:

- A watercraft has standing water from a high-risk water in the last 30 days.
- A watercraft has been used in a high-risk state in the last 30 days and has standing water that cannot be fully drained.
- 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.

Standing water decontamination requires the completion of the *watercraft decontamination* portion of the receipt (Figure 7). Parts of the watercraft that may hold water include live-wells, ballast tanks, anchor compartment, bilge area and corresponding intakes.

Figure 13. Low pressure hose attachment.

Live wells and compartments:

1. Follow the decontamination startup protocols. Set the unit to 120°F.
2. Attach a low pressure (garden hose) attachment (Figure 13) to decontamination unit or use the spray wand with the high-pressure nozzle removed.
3. Remove any plugs and drain live-well or compartment of all water.
4. Replace the plug so that compartment will hold water.
5. Start water flowing through unit and **fill** compartment with enough hot water to provide adequate coverage on the base and sides.
6. Continue to flush live-well or compartment for two minutes.
7. 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 after two minutes of contact.
8. Follow the decontamination ending protocols.

Ballast Tanks:

1. Ask the boater to activate all ballast tank pumps to drain ballast as much as possible. If the boat has soft sided removable tanks, remove then and drain the water out. Re-install them once drained.
2. Follow the decontamination startup protocols. Set the unit to 120°F.
3. Attach fake-a-lake (looks like a plunger) attachment to decontamination unit.
4. Typically ballast tanks are filled using intakes on the bottom of the hull. The boat may have multiple intakes on the hull. Ask the boater to identify the hull intake(s) that corresponds with the pump(s) that fill the ballast tank. If more than one intake fills the ballast tanks you will need to cover and flush one intake at a time. The boater should have switches to activate each pump.
5. You will fit the fake-a-lake attachment over the intake to provide water to the ballast tank pump. 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. 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.
7. Ask the boater to turn on the corresponding ballast pump to take up the decon water. You should see a significant decrease in the amount of water fanning out of the fake-a-lake once the pump is activated and the ballast is taking up water.
8. If the pump is not taking up the decon water, ask the boater to turn off the pump and stop the flow of water from the decon unit. Move the fake-a-lake to another intake and repeat step 7 and 8 until you find

the intake that corresponds with the ballast pump activated by the boater. Often this is trial and error until you find the intake that corresponds to the pump the boater is activating.

9. Fill each ballast tank, with hot water through the intake, until it is full.
10. When full, ask the boater to stop the intake pump. Stop water flowing from the decontamination unit and remove fake-a-lake from intake.
11. After 2 minutes of contact time ask the boater to drain ballast tank. Water will 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 ballast intake.
13. **Make sure ballast tanks are the last to be emptied in the decontamination process to allow for max hot water exposure time.**
14. Follow the decontamination ending protocols.

Motor flush protocol

Outboard and Inboard/Outboard Engines:

1. Ask the watercraft owner to lower the motor(s) and drain all water.
2. Follow the decontamination startup protocols. Set the unit to 140°F.
3. 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 muffs (Figure 14). 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 (Figure 14 – middle photo). For all others there is a clamp style muff (Figure 14 – right photo).
4. Do not run the engine if the attachment is not securely fitted over the intake. Engines should only be operated in neutral.
5. Ask the owner to start their motor after water is flowing to the muff.
6. Flush water, from the decontamination unit, through the motor until it discharges 140°F water for no longer than 90 seconds.
7. Ask the owner to turn off engine. Stop supply of water to the engine <u>after</u> it is no longer running.
8. Follow the decontamination ending protocols.

Figure 14. From left to right, engine intakes to cover with muffs, mercury muff attachments and clamp muff attachments.

Jet Boat Engine:

1. Follow the decontamination startup protocols. Set the unit to 120°F.

Inboard Jet boats

2. 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 the correct adapter.
3. Ask the boat owner to start the engine. Once the engine is running, immediately start running the water.
4. Run the engine for 90 seconds at 120°F
5. Turn off the water flow before shutting off the motor. Proceed to Step 11.

Outboard Jet boat motor

6. Lower engine into flushing bag or flushing tub.
7. Fill bag or tub with 120°F water from the decontamination unit.
8. Ask the boat owner to start the engine.
9. Continue supplying water through the decontamination unit to keep the tub/bag filled and flush with hot water until the discharged water is 120° for a minimum of 90 seconds.
10. Ask the owner to turn off the engine and stop the supply of water only after the engine is no longer running.
11. Follow the decontamination ending protocols.

Flushing bag for Outboard Motor

Plant Decontamination Protocol

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 alive to new locations.

All Watercraft:

1. Follow the decontamination startup protocols. Set the unit to 140°F.
2. Spray the areas where plant material is located with hot water (140°F) for a minimum of 2 minutes. Use high pressure to assist in removing debris, but take caution and use low pressure around sensitive areas of the watercraft (carpet, gimbal area, transducers, etc.).
3. If plant material is found on watercraft with ballasts tanks, the tanks should be flushed following the standing water decontamination protocol for ballast tanks. This will ensure fragments that entered the ballast tanks via the intakes are killed.
4. While completing the decontamination, encourage the boaters to always remove plants from watercraft and trailer upon exiting a water.
5. Follow the decontamination ending protocols.

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 any suspected AIS (such as bumps on the hull) are detected.

Regulation states: "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."

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.

Full Decontamination Protocol

1. Follow the decontamination startup protocols. Set the unit to either 120°F or 140°F depending on the type of decontamination you are completing.
2. A full decontamination should move from the inside of the watercraft to the outside.
3. **Internal Compartments:** Flush all internal compartments, bilge, and any ballast tanks with 120°F water following the *Standing Water Decontamination* protocol.
4. **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.
5. **Motor:** Flush the motor following the *Motor Flush Decontamination* protocol.
6. **Exterior:** The entire exterior of the watercraft (and trailer) must be thoroughly washed with hot water (140°F) for a minimum of 10 seconds per area. Work methodically from the front of the boat to the rear. Spray the entire hull including the bottom and trailer, including all portions that come into contact with water.
7. Use the high-pressure wand and the 40° (yellow) nozzle to assist with removal of foreign material after using low pressure on the entirety of the hull.
8. Follow the decontamination ending protocols.

Exterior decontamination.

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

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

What if the boater will not allow a high-risk Inspection or decontamination?

Attempt to get the owner's support to inspect the watercraft and either decontaminate on site if you have a watercraft decontamination unit or escort 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 a high-risk inspection, 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 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 (Table 3) 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 307-721-1374**.

Table 3. Watercraft dry times

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

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 below).

If the live-well has water but no live baitfish, complete a high-risk inspection 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.

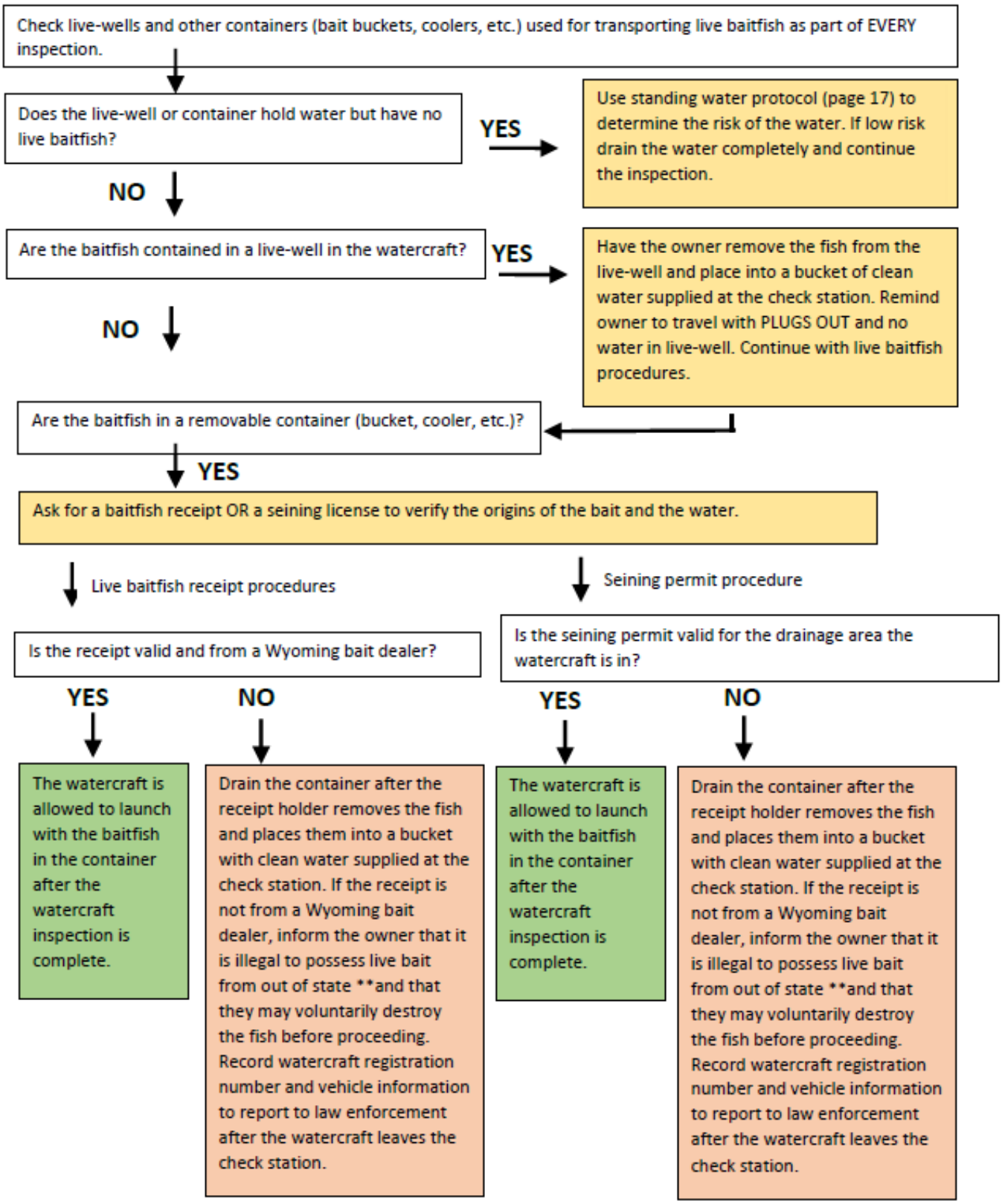
If a live-well has live baitfish, remove the baitfish and place them in a bait bucket with clean, fresh water. Drain the live-well thoroughly. Ask the owner for the live baitfish receipt or seining permit (Figure 15;16). If the live baitfish receipt or seining permit are valid you may allow the owner 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 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.

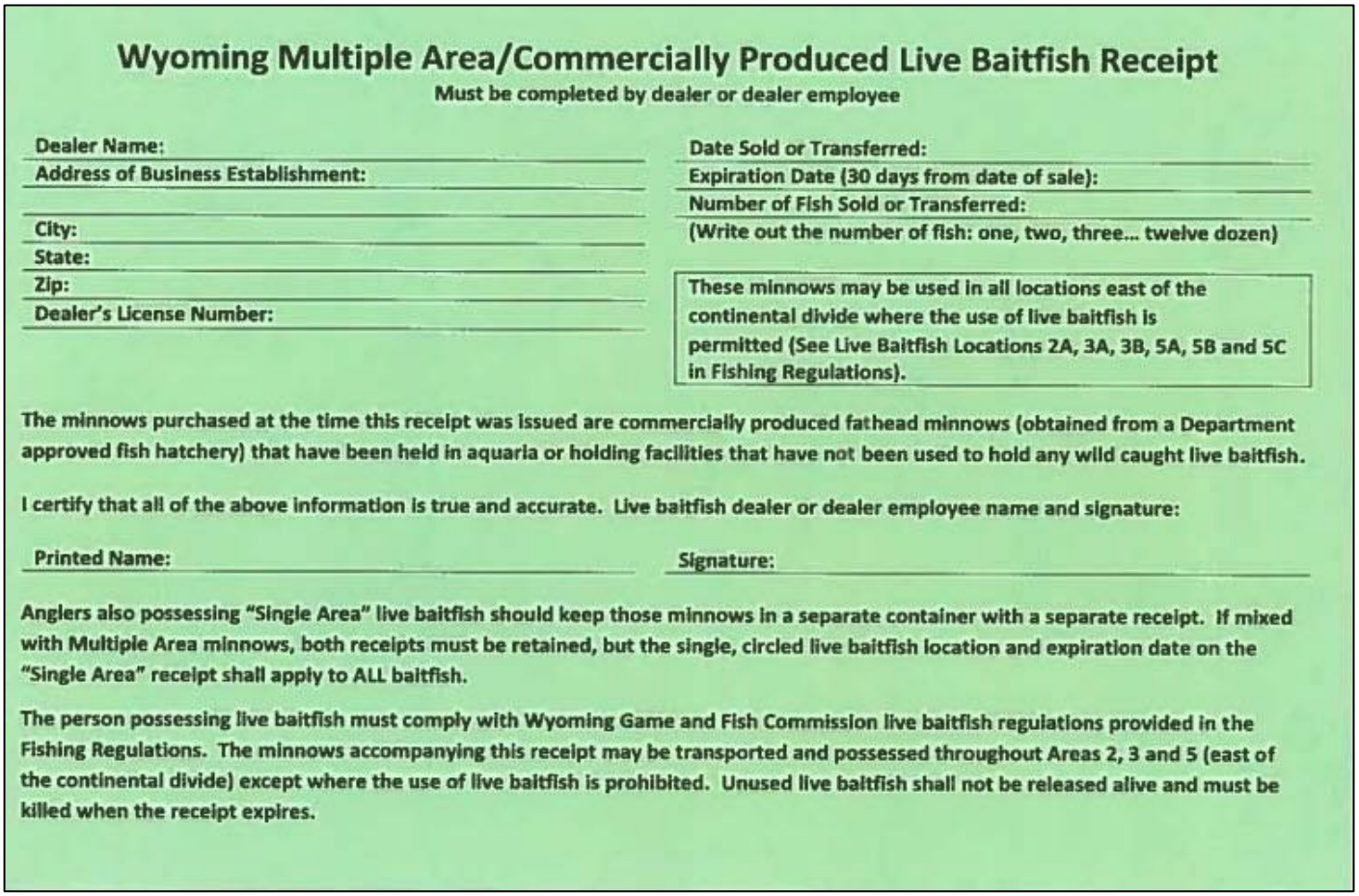
Aquatic invasive species inspectors that are not peace officers may NOT require an angler to produce a receipt/permit if they decline. Inspectors should explain the regulation governing AIS (Appendix A and B) and request voluntary compliance. Inspectors should refrain from giving legal interpretations 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.

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

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 (Appendix E). Take the time to look at baitfish and determine if any of the fish may be invasive.

Live Baitfish Protocol





Wyoming Multiple Area/Commercially Produced Live Baitfish Receipt

Must be completed by dealer or dealer employee

Dealer Name:
Address of Business Establishment:
City:
State:
Zip:
Dealer's License Number:

Date Sold or Transferred:
Expiration Date (30 days from date of sale):
Number of Fish Sold or Transferred:
(Write out the number of fish: one, two, three... twelve dozen)

These minnows may be used in all locations east of the continental divide where the use of live baitfish is permitted (See Live Baitfish Locations 2A, 3A, 3B, 5A, 5B and 5C in Fishing Regulations).

The minnows purchased at the time this receipt was issued are commercially produced fathead minnows (obtained from a Department approved fish hatchery) that have been held in aquaria or holding facilities that have not been used to hold any wild caught live baitfish.

I certify that all of the above information is true and accurate. Live baitfish dealer or dealer employee name and signature:

Printed Name: **Signature:**

Anglers also possessing "Single Area" live baitfish should keep those minnows in a separate container with a separate receipt. If mixed with Multiple Area minnows, both receipts must be retained, but the single, circled live baitfish location and expiration date on the "Single Area" receipt shall 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. The minnows accompanying this receipt may be transported and possessed throughout Areas 2, 3 and 5 (east of the continental divide) except where the use of live baitfish is prohibited. Unused live baitfish shall not be released alive and must be killed when the receipt expires.

Figure 15. Copy of a Wyoming live baitfish receipt.

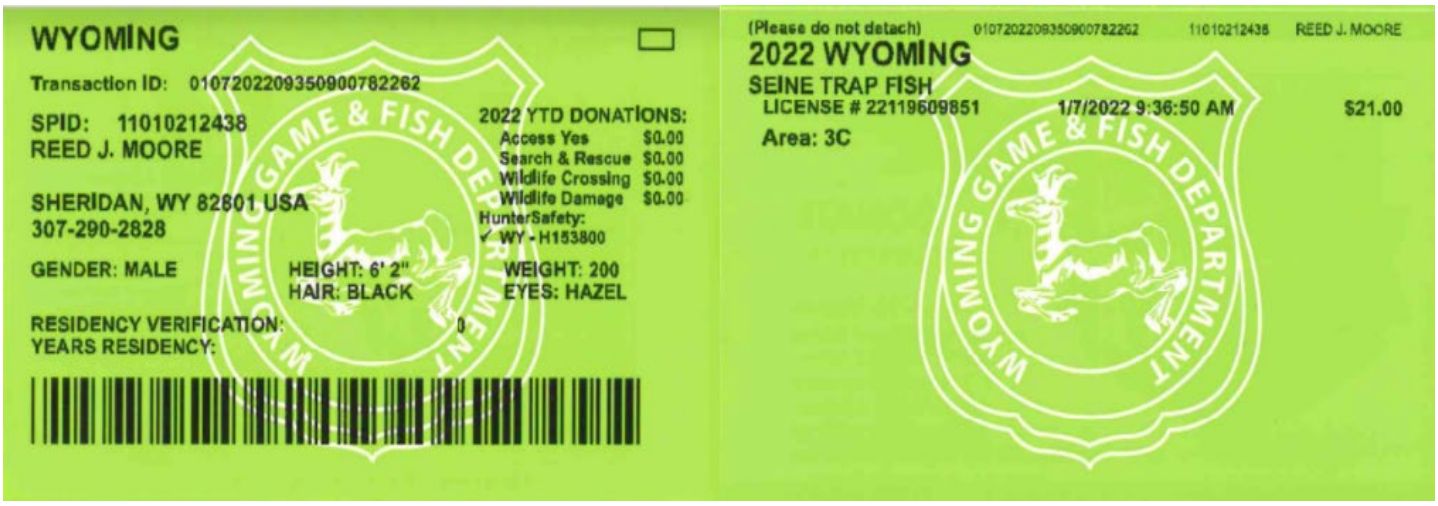


Figure 16. Wyoming seine trap fish license.

Appendix A: AIS Statutes

ARTICLE 2 - AQUATIC INVASIVE SPECIES

23-4-201. Definitions.

(a) As used in this article:

(i) "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;

(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.

(k) Any person who is lawfully stopped by a peace officer and is subsequently discovered to have failed to have a conveyance inspected as required under subsection (b) of this section, shall report to an authorized check station within forty-eight (48) hours of being stopped to have the conveyance inspected for aquatic invasive species and shall not enter Wyoming waters until the conveyance is inspected. Notwithstanding the penalty imposed under W.S. 23-4-205(a), any person who fails to report to a check station within forty-eight (48) hours as required by this subsection shall be guilty of a misdemeanor punishable by a fine of not more than five thousand dollars ($5,000.00) and may be prohibited from operating any watercraft on any of the waterways of this state for not more than three (3) years. Any person who operates any watercraft while prohibited from doing so under this subsection is guilty of a misdemeanor punishable as provided in W.S. 23-6-202(a)(v).

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 B: Wyoming Game and Fish Commission AIS Regulations, 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.

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

Section 6. Mandatory Reporting of Aquatic Invasive Species.

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

Section 7. Aquatic Invasive Species Program Decal.

(a) An aquatic invasive species program fee may be assessed as part of the Department's motorized watercraft registration fee. A current, properly affixed combination motorized watercraft registration and Aquatic Invasive Species Program Decal shall be proof of payment of this fee. Proof of combination decal purchase may be used in lieu of a properly affixed decal for up to thirty (30) days from date of purchase.

(b) All owners or operators of motorized watercraft registered outside of Wyoming, any owners or operators of Wyoming registered watercraft that have not paid the aquatic invasive species program fee as part of their watercraft registration fee and all owners or operators of non-motorized watercraft shall purchase an Aquatic Invasive Species Program Decal valid for the current calendar year prior to contacting any waters of this state. Purchase of this decal shall be evidenced by an Aquatic Invasive Species Program Decal properly affixed to the watercraft. Proof of decal purchase may be used in lieu of a properly affixed decal for up to thirty (30) days from date of purchase. For the purpose of this Section, all non-motorized inflatable watercraft ten (10) feet in length or less, all solid and inflatable paddleboards regardless of length and all devices defined as water sport toys are exempt from this decal provision.

(c) The price of the decal shall be ten dollars ($10) for motorized watercraft registered in Wyoming and thirty dollars ($30) for motorized watercraft registered outside of Wyoming. The price of the decal shall be five dollars ($5) for non-motorized watercraft owned by a Wyoming resident and fifteen dollars ($15) for non-motorized watercraft owned by a nonresident.

(i) An Aquatic Invasive Species Program Decal affixed to a motorized watercraft shall be displayed on the starboard (right) side of the bow six (6) inches left of and directly in line with the watercraft registration decal. Decals affixed to non-motorized watercraft shall be displayed on the bow in a manner such that the decal is visible when the watercraft is underway. Only the Aquatic Invasive Species Program Decal which is currently valid shall be displayed.

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

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

WYOMING GAME AND FISH COMMISSION

By: _____

Kenneth Roberts, President

Dated: September 14, 2022

Appendix C: 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 – absence 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 operating 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 two or more consecutive sampling events.

Propeller – a rotating wheel having multiple 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; used to allow water to flow into or out of the watercraft.

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 at 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 when moving across the water.

Appendix D: AIS inspector certification requirements

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 training 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.
    - In lieu of attending an in-person class every 4 years, WGFD agency personnel may work one shift at the Evanston POE during June-August.
- 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.

- Exceptions to these requirements may be made due to unforeseen circumstances, only after the approval of the AIS Coordinator.

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

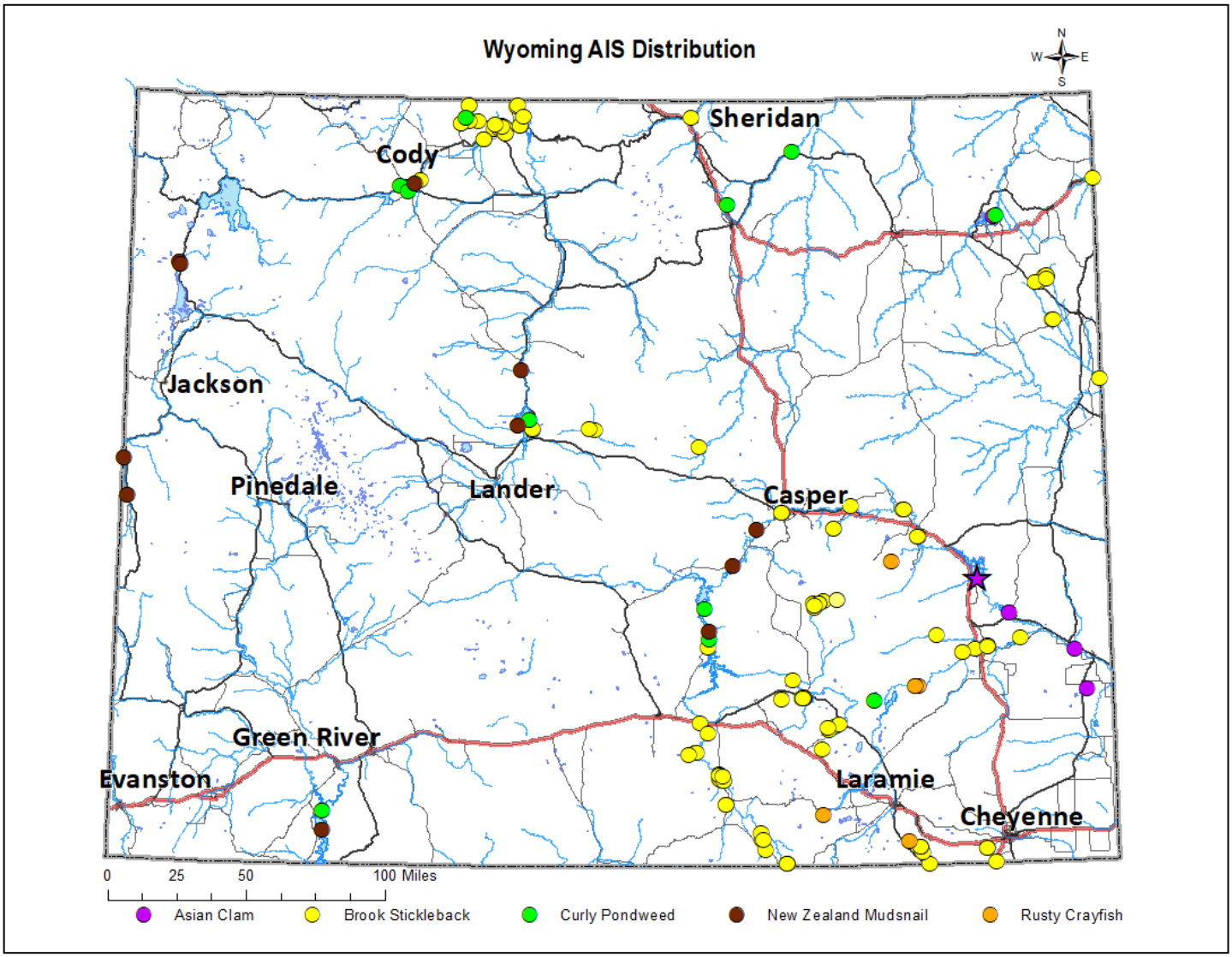
An authorized inspector means an authorized aquatic invasive species inspector who has a valid certification from an aquatic invasive species training course that meets the requirements established by the Wyoming Game and Fish Department to certify inspectors for aquatic invasive species inspections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



Asian clams: Glendo Reservoir, Guernsey Reservoir, North Platte River below Glendo Reservoir, Fort Laramie Irrigation Canal, Horse Creek, Laramie River below Grayrocks Reservoir, and Keyhole Reservoir
New Zealand mudsnails: Yellowstone National Park, Grand Teton National Park, Flaming Gorge Reservoir, Lake Cameahwait (Bass Lake), and in the Bighorn, North Platte, Salt and Shoshone River
Brook Stickleback: Badwater, Beaver and Goose creeks, the Belle Fourche, Laramie, Medicine Bow, North Platte, Shoshone and Tongue River drainages, as well as Bighorn Lake
Rusty crayfish: Wagonhound Creek, Blue Grass Creek, Laramie River downstream of Wheatland Reservoir #2, Little Laramie River, N. Fork Little Laramie and several private ponds in the Laramie Region.
Curly Pondweed: Boysen, Deaver, Flaming Gorge, Keyhole and Wheatland #3 reservoirs, West Newton Lake, Miracle Mile (N. Platte River between Kortes and Pathfinder), and Clear Creek (Sheridan County).

Appendix F: AIS of concern to the State of Wyoming.

The state is concerned about numerous AIS that may pose a significant threat to aquatic resources or water infrastructure. It is illegal to possess or transport these species in Wyoming.

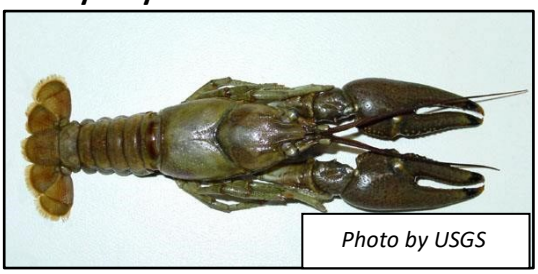
Common Name	*Scientific Name*
Animals	
Zebra mussel	*Dreissena polymorpha*
Quagga mussel	*Dreissena rostriformis*
Rusty crayfish	*Orconectes rusticus*
Bighead carp	*Hypophthalmichthys nobilis*
Silver carp	*Mylopharyngodon piceus*
Black carp	*Mylopharyngodon piceus*
Snakehead	*Channa or Parachanna genus*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

Snakeheads

Photo of Northern Snakeheads 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 USA as food in Asian markets and also as pets. Snakeheads have now been introduced into waters in 15 states. 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. Snakeheads 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 snakeheads in the USA. Once this species becomes established, it is very difficult to eradicate. There are currently no snakehead populations in Wyoming. Populations of snakeheads are scattered across the USA (few and far between) due to releases associated with their trade as food and pets.

Rusty crayfish



Rusty crayfish are native to the Ohio, Tennessee, and Cumberland drainages in the eastern USA. The species has been introduced into 28 other states, most likely by baitfish introductions or supplement forage stockings. Rusty crayfish have the potential to outcompete native crayfish and established populations can destroy plant bed abundance and diversity. The first rusty crayfish in Wyoming were found in 2006; their introduction was the result of illegal stockings in the Wagonhound Creek drainage. After an investigation, a Colorado company was ordered to pay fines for the felony Lacey Act violation. Eradication efforts were conducted, but rusty crayfish were detected again in 2012. More illegal stockings lead to populations detected during 2020 in the Laramie River downstream of Wheatland Reservoir #2 and in Bluegrass Creek. In 2021, a small section of the Little Laramie River, North Fork Little Laramie, and several private waters in the Laramie region were identified with populations of rusty crayfish.

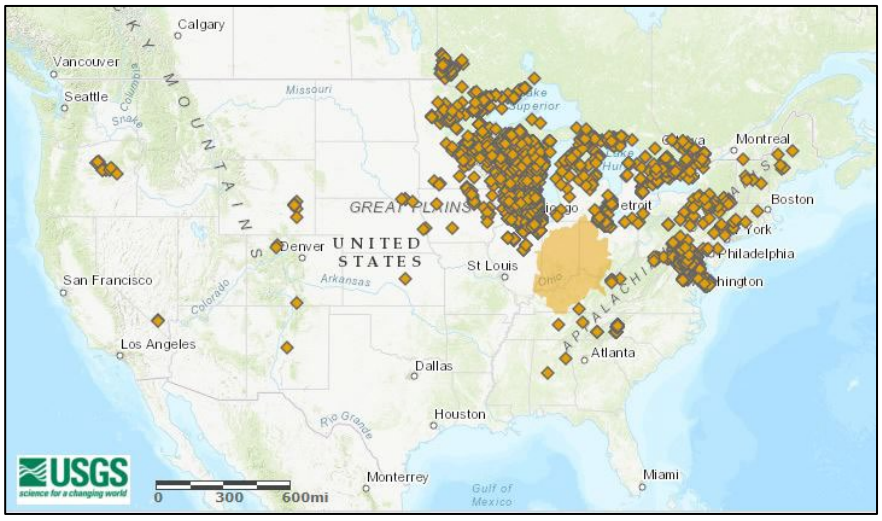


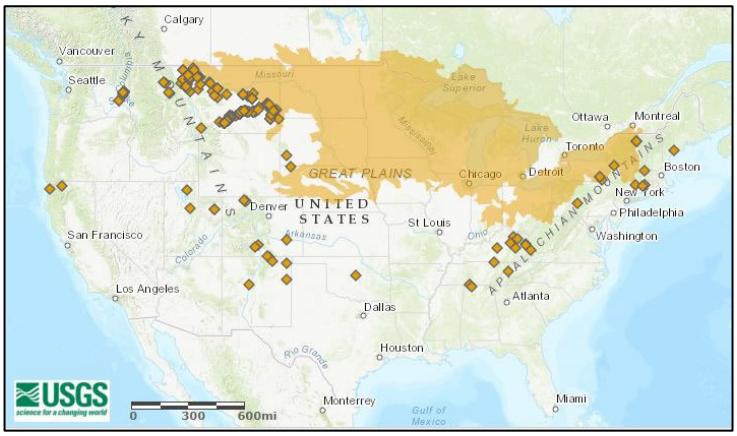
Figure 1: Rusty crayfish distribution as of 1.10.22. Shaded area represents native range.

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

Asian Carp: Bighead, Silver, Black

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 27 states and are naturally reproducing. Silver carp are native to southeast Asia and eastern Russia; they were intentionally introduced into the USA in 1973 for phytoplankton control and as a consumptive food source. The species now occurs in at least 18 states and are naturally reproducing. 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. Later, black carp were intentionally introduced in the 1980s as a consumptive food source and for biological control of yellow grub. Black carp now occur in at least 5 states. All three species of carp negatively affect aquatic ecosystems by preying upon native mussels and snails and depleting zooplankton populations, thus directly competing with native fish. There are currently no populations of Asian Carp in Wyoming. Asian carp populations are numerous in the southeastern USA, with populations existing as close to Wyoming as the Missouri River in Nebraska, and the James River, SD along with additional waters in southern South Dakota.

Photo by Konrad P. Schmid,



Brook stickleback

The brook stickleback is native to central North America. They have been introduced into 19 states outside of their native range primarily due to their use as live baitfish. 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 effect on zooplankton biomass and abundance. Brook stickleback are known to forage fish eggs which may negatively impact fish populations and result in reduced fishing opportunities. Populations in Wyoming include Badwater, Beaver and Goose creeks, the Belle Fourche, Laramie, Medicine Bow, North Platte, Shoshone, and Tongue rivers, as well as Bighorn Lake.

Figure 2: Brook Stickleback distribution as of 1.10.22. Shaded region shows native range. Refer to Appendix F for populations in WY, they are not included on this map.

New Zealand mudsnail

The New Zealand mudsnail is native to mainland New Zealand and adjacent small islands. It was likely introduced into the USA 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 a total of 21 states. The mudsnail is parthenogenic (produces female clones) and densities have been recorded over 300,000 per square meter. They are 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), Flaming Gorge Reservoir, Lake Cameahwait (Bass Lake) and in the Bighorn, North Platte, Salt, and Shoshone rivers.

Photo by Dan Gustafson, Montana State University

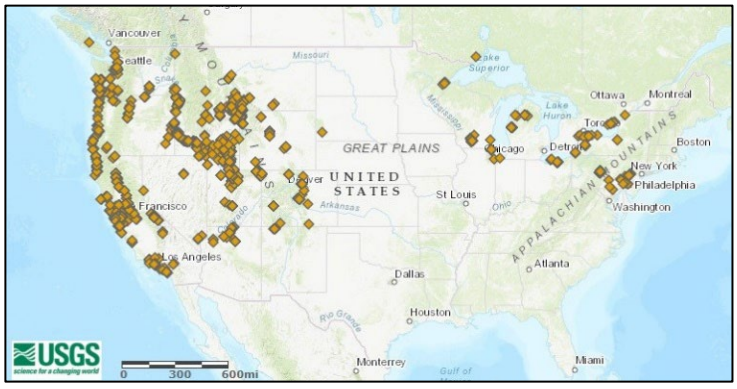


Figure 3: New Zealand mud snail distribution as of 1.10.2022.

Asian clams

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 47 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, Asian clams can clog pipes at power generation and water supply facilities, causing millions of dollars in damage. Asian clams in WY are present in Guernsey Reservoir and the North Platte River downstream, the Fort Laramie irrigation canal, the Laramie River below Grayrocks Reservoir, Keyhole Reservoir, and Horse Creek. **In 2022, a population of Asian clams was discovered in Glendo Reservoir.**

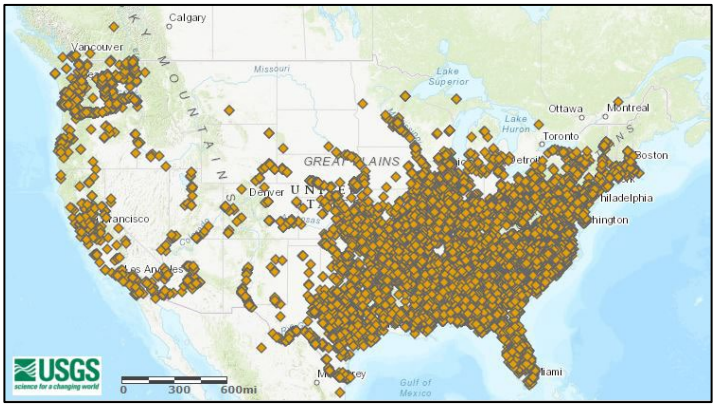


Figure 4: Asian Clams distribution as of 1.10.2022.

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 48 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. There are currently no populations of Eurasian watermilfoil in Wyoming.

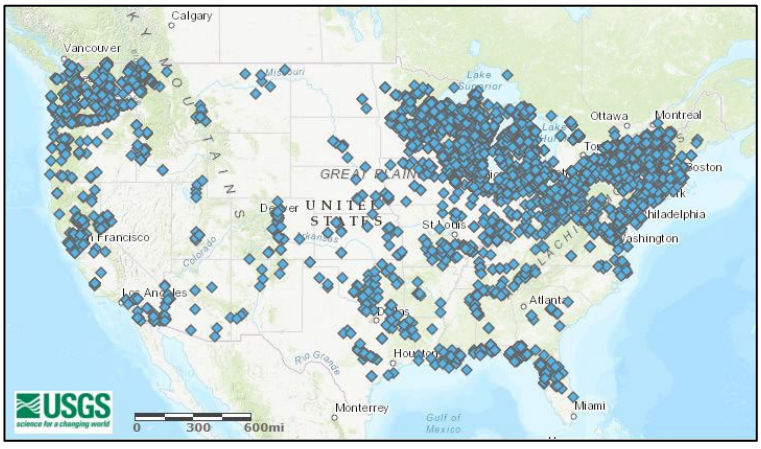
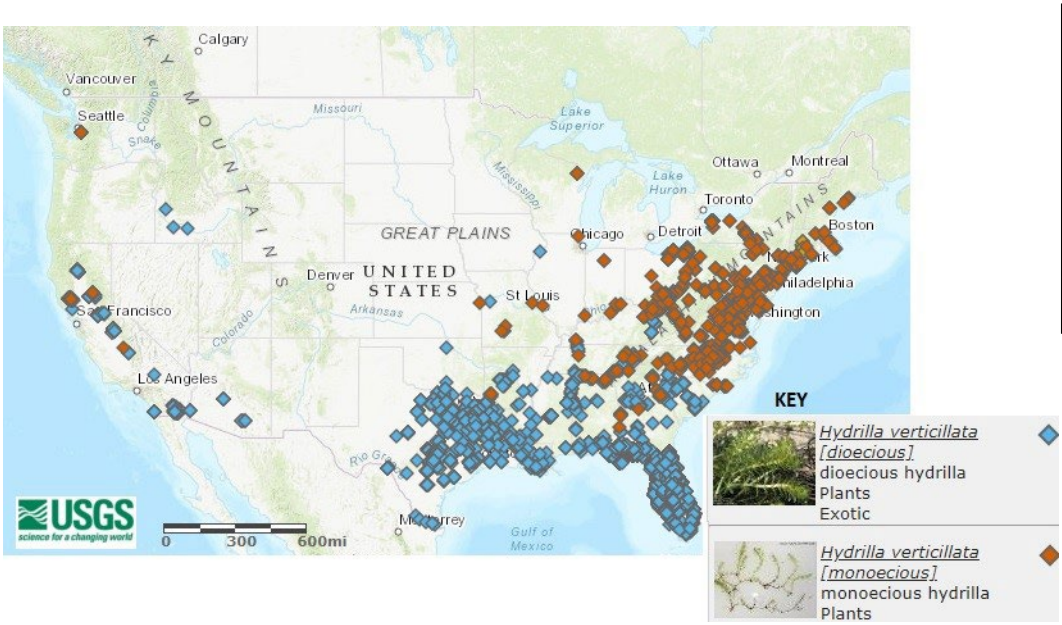


Figure 5: Eurasian watermilfoil distribution as of 1.10.2022.

Hydrilla

Hydrilla is native to Asia and was introduced into the USA in the early 1950s for use in aquariums. The species spreads into open water through discarded fragments or by planting in canals. Since its initial introduction, hydrilla has spread to 34 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. There are currently no populations of hydrilla in Wyoming.



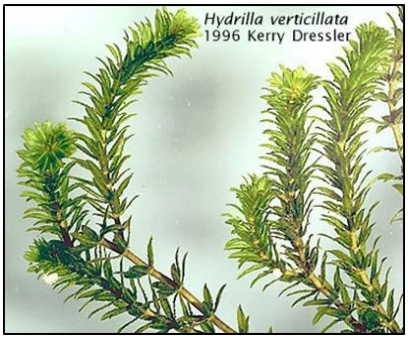


Figure 6: Hydrilla (both dioecious and monoeicious forms) distribution as of 1.10.22.

Curly pondweed

Curly pondweed is native to Eurasia, Africa and Australia and was introduced into North America in the mid-1800s. It is now found in every state in the continental United States. Curly pondweed reproduces by seeds that 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 been found in Boysen, Deaver, Flaming Gorge Reservoir, Keyhole Reservoir, Lake DeSmet, Wheatland Reservoir #3, West Newton Lake, Clear Creek (Sheridan County) and in the Miracle Mile (North Platte River between Kortes and Pathfinder reservoirs).

Photo by Vic Ramey, University of Florida

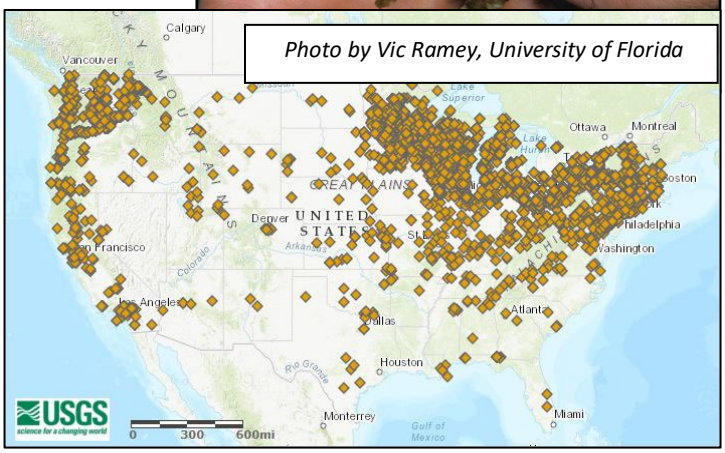


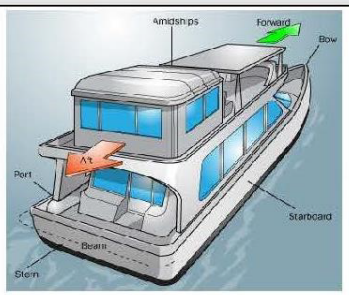
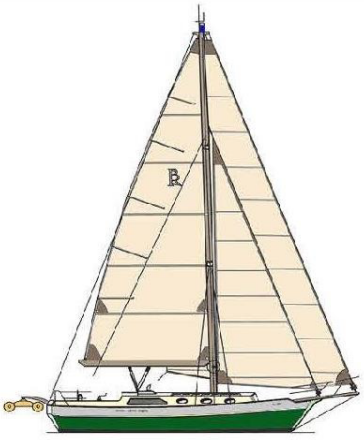
Figure 7: Curly pondweed distribution as of 1.10.2022.

Appendix G: Wyoming Game and Fish AIS Decal Requirement Guidelines

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

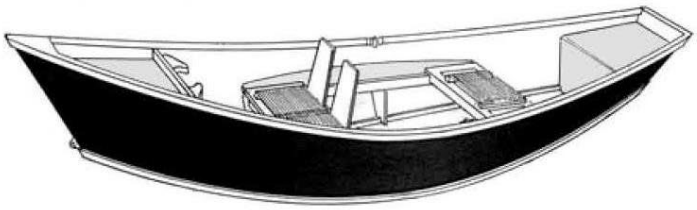
All watercraft using Wyoming waters are required to display an AIS decal. Costs for the decal are $10 for motorized watercraft registered in Wyoming, $30 for motorized watercraft registered in other states, $5 for non-motorized watercraft owned by Wyoming residents and $15 for non-motorized watercraft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

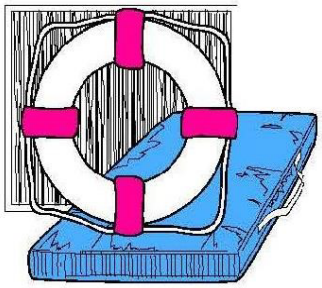
Watercraft Type	Images	Decal Requirement
Motorized: house boats, cabin cruisers (large and complex watercraft).	  ©2008 John Fuller; howstuffworks.com (left photo); ©Bruce Roberts, bruceroberts.com (right photo)	Required
Sailboats (motorized or non-motorized).	  ©Bruce Roberst, "Roberts CS 34", bruceroberts.com (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 Remember decal and inspection requirements are different. Inflatable watercraft are **NOT exempt** from inspection requirements and must be inspected.
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 Remember decal and inspection requirements may differ. Water toys are exempt from inspection and decal requirements Paddleboards are defined as watercraft by the US Coast Guard and are **NOT exempt** from inspection requirements.

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

Appendix H: Equipment needed for inspections and decontaminations.

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/tablet
- ☐ Radio or cell phone
- ☐ Clipboard
- ☐ Pen/pencil
- ☐ Inspection mirror
- ☐ Bilge pump
- ☐ Sponge
- ☐ Wire seals and seal receipts
- ☐ Wire cutters
- ☐ Magnifying glass
- ☐ Flashlight
- ☐ Clean water supply at the check station
- ☐ Bait fish buckets
- ☐ Wrench

Inspection equipment continued

- ☐ 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

Appendix I: 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 follow 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 critical part 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 brief time you are interacting with boaters during the inspection. Additional AIS information can be found at: wgfd.wyo.gov/AIS.

Here are some FAQs:

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 mollusks in the dreissenid family 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). Shells vary in color and patterns, from a dark striped pattern to a light tan shell with zig-zag stripes, to a completely brown or light color with faint 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 that float freely in the water. Adults may grow to be up to two inches long. As adults they are usually found in clusters and may live 4 to 5 years.

How did quagga and zebra mussels get to North America?

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

Are quagga and zebra mussels in Wyoming?

These organisms have not been documented in Wyoming but are present in several bordering states such as Utah, South Dakota, Colorado, and Nebraska. You can help protect Wyoming's waters by making sure you "Clean, Drain, and Dry", and by supporting ongoing 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 clams, rusty crayfish, brook stickleback 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.

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

If you use water or electricity, you don't want invasive mussels introduced into our state's waters. These species can have widespread impacts on power plants, municipalities, irrigation systems, fisheries and other water use. Congressional researchers have estimated that the zebra mussel has cost businesses and communities over $5 billon (and rising) since their first 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 for 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 water. And stay open during transport in Wyoming.
- **DRY** your watercraft and equipment before launching into a new body of water. When boating in-state, 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 requires bilge plugs 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 must 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 any 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 what waters are 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 WGFD 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 complexity your watercraft poses of transporting AIS. If the watercraft is deemed low complexity, the watercraft owner will be provided informational materials, the watercraft will be briefly inspected, and barring any issues will be allowed to launch. A watercraft deemed high complexity will need to undergo a more thorough inspection. High-risk watercraft include those last operated on a high-risk water or in a high-risk state.

Where can I go to get a watercraft inspected?
Watercraft inspections will be conducted at border check stations including ports of entry 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 complexity of the 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. State law requires you to remove and leave all plugs (i.e., bilge, livewells) out until you reach the boat ramp.

What is a watercraft "seal"?
Wyoming authorized AIS inspectors may apply a seal to watercraft after it has been inspected or decontaminated. A seal is attached to a watercraft so that it must be broken for the boat to be launched; this allows inspectors to know if the boat has been launched since its last inspection. Watercraft that has been sealed with corresponding seal and receipt numbers will expedite future inspections prior to the watercraft being launched.

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 (up to 30 days) to kill any remaining AIS.

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?

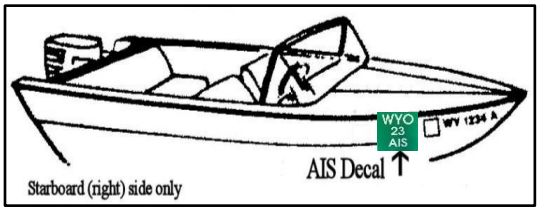
Fees collected for the decal will help fund the AIS program in Wyoming. These fees aid in providing programs to educate the public about AIS and prevention efforts to keep AIS from being introduced into Wyoming such as watercraft inspections, enforcement, and implementation of AIS regulations.

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 carry 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?

Refer to Appendix F.



Where do I place the decal on my watercraft?

Owners or operators of motorized watercraft must purchase an AIS decal. Owner/operator should display the decal on the starboard (right) side of the bow, six inches left, 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 31st of the 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 or less in length, and all standup paddle boards are exempt from the decal requirement.
Owners of multiple non-motorized watercrafts 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, motorboat, kayak, etc), year and length of their watercraft. The boat does not have 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.

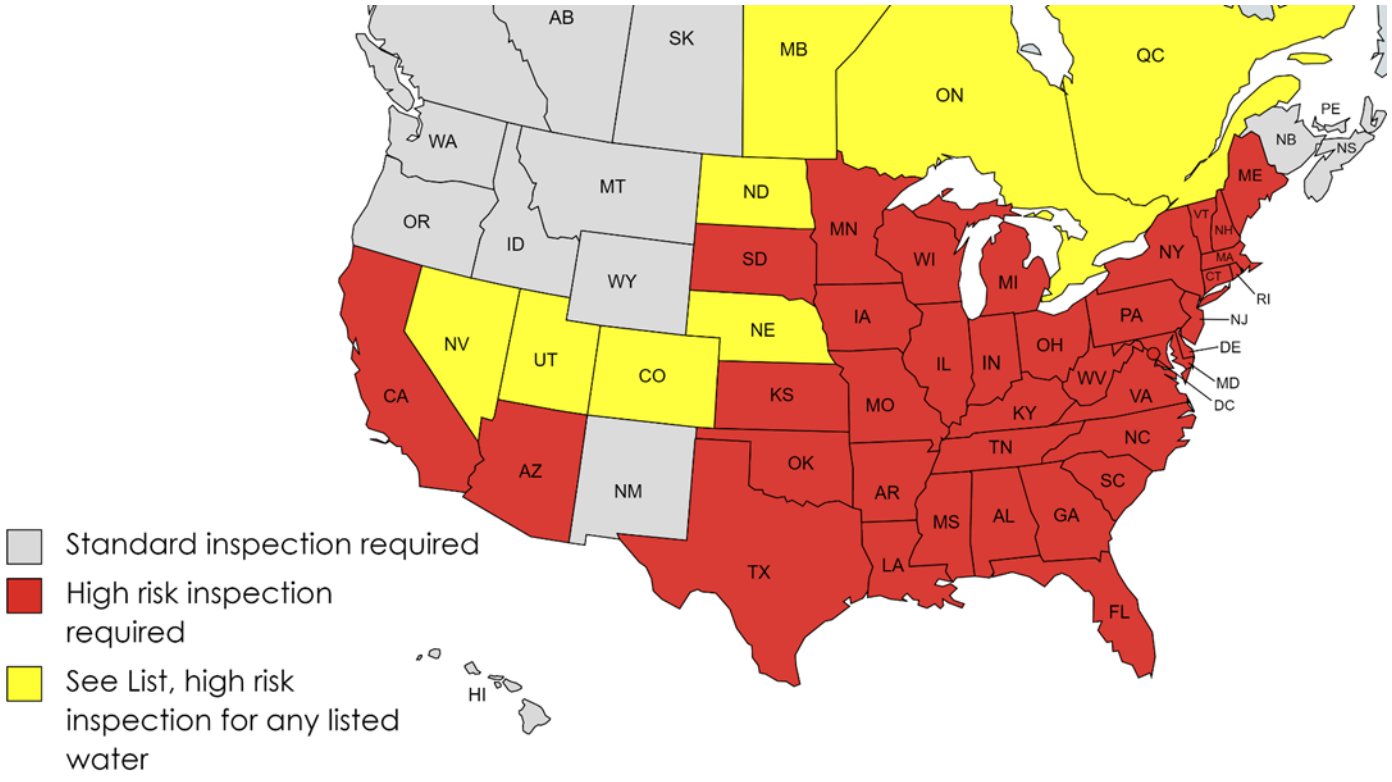
What are the AIS Requirements for Yellowstone National Park?

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. As a precaution, any type of watercraft suspected of harboring AIS will be subject to non-chemical decontamination treatment. There is no fee for the inspection or decontamination, however a 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?

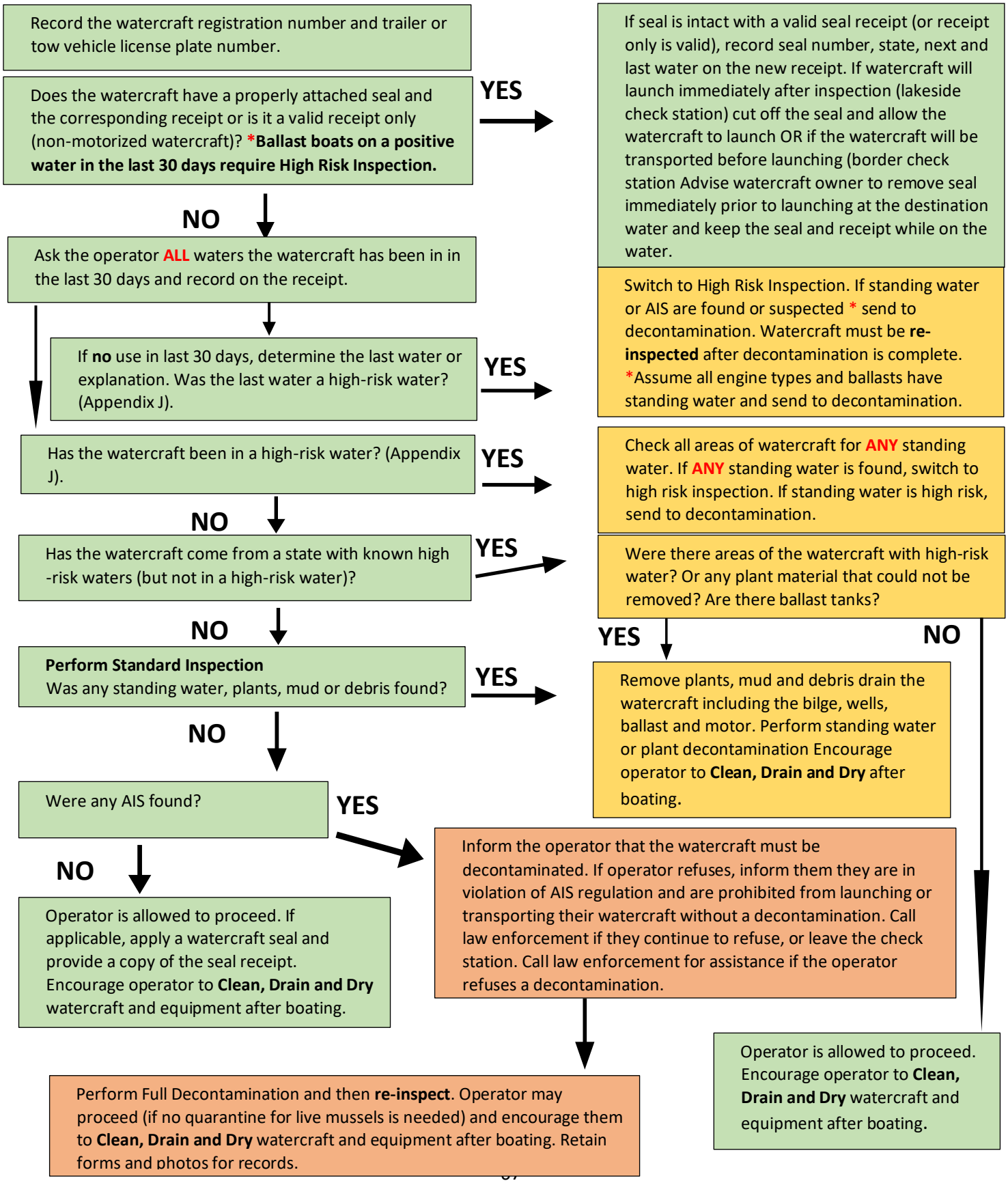
Colorado: $25 for motorized and sailboats CO residents, $50 for motorized and sailboats non-residents
Idaho: $7 for non-motorized, $30 for motorized non-residents
Montana: Non-resident vessel AIS prevention pass, $30 for motorized and $10 for non-motorized
Nebraska: Motorized boats only; $5 added to resident registration and $15 AIS Stamp for non-residents
South Dakota: None
Utah: Non-residents requires an online AIS education course, cost $20

Appendix J: Map of high-risk states and waterbodies.



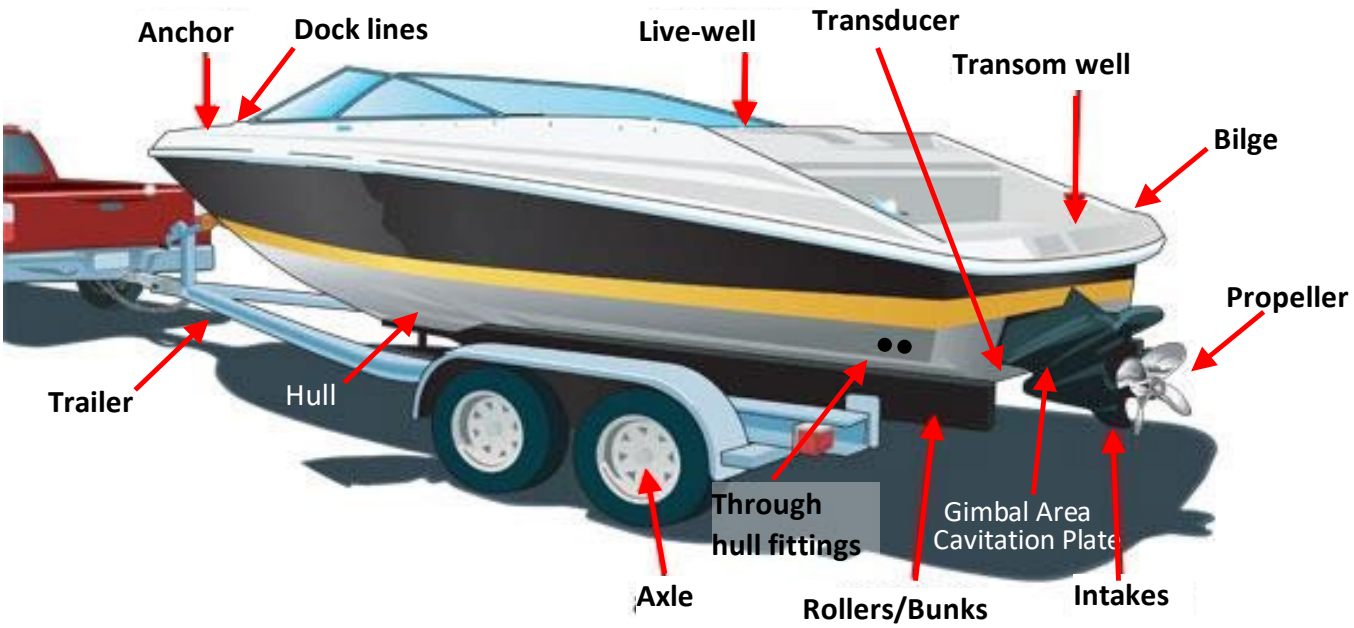
Colorado Highline Lake **Nebraska** Carter Lake (borders IA) Cunningham Lake Lewis and Clark Lake (borders SD) Missouri River Offutt Base Lake Zorinsky Reservoir	**Nevada** Colorado River Lake Mead (Hoover Dam) Lake Mohave (Davis Dam, borders AZ) **North Dakota** Dakota Lake James River Lake Ashtabula Lake Elsie Lake LaMoure Red River Sheyenne River Twin Lake	**Utah** Lake Powell (Glen Canyon Dam/Rec Area, borders AZ) **Canada** Lake Winnipeg (MB) Nelson River (MB) Sipiwesk Lake (MB) Lake Superior (ON) Lake Ontario (ON) Lake Erie (ON) St. Lawrence River (QC/ON) Revised 11/22/2022

Appendix K: Inspection flowchart



Appendix L: 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.*

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

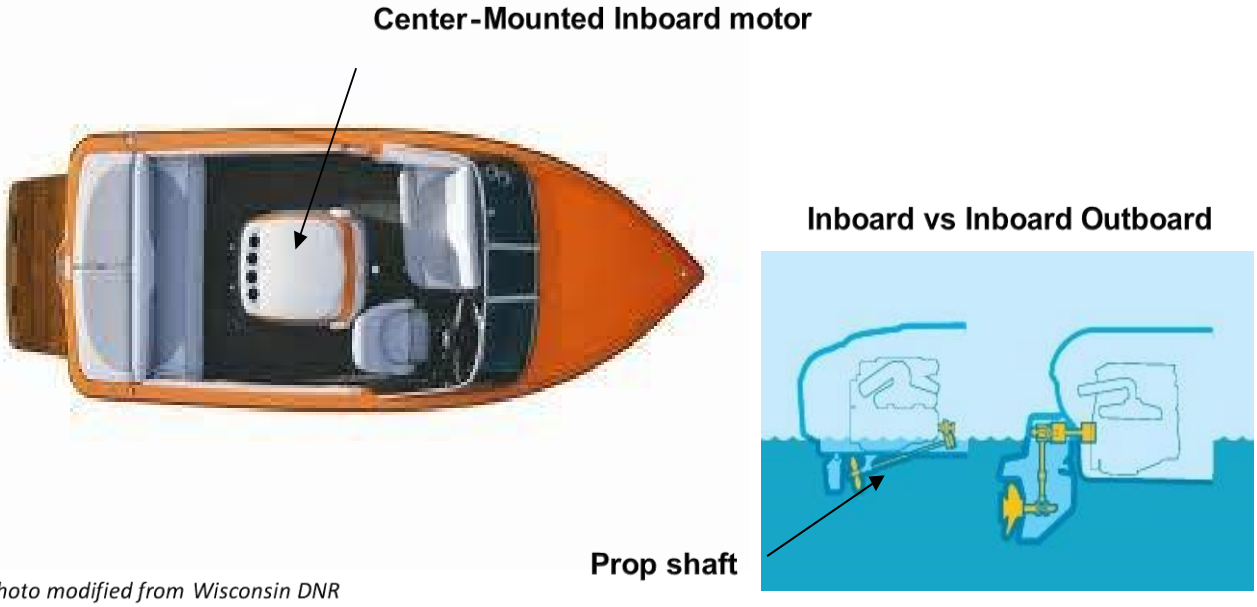


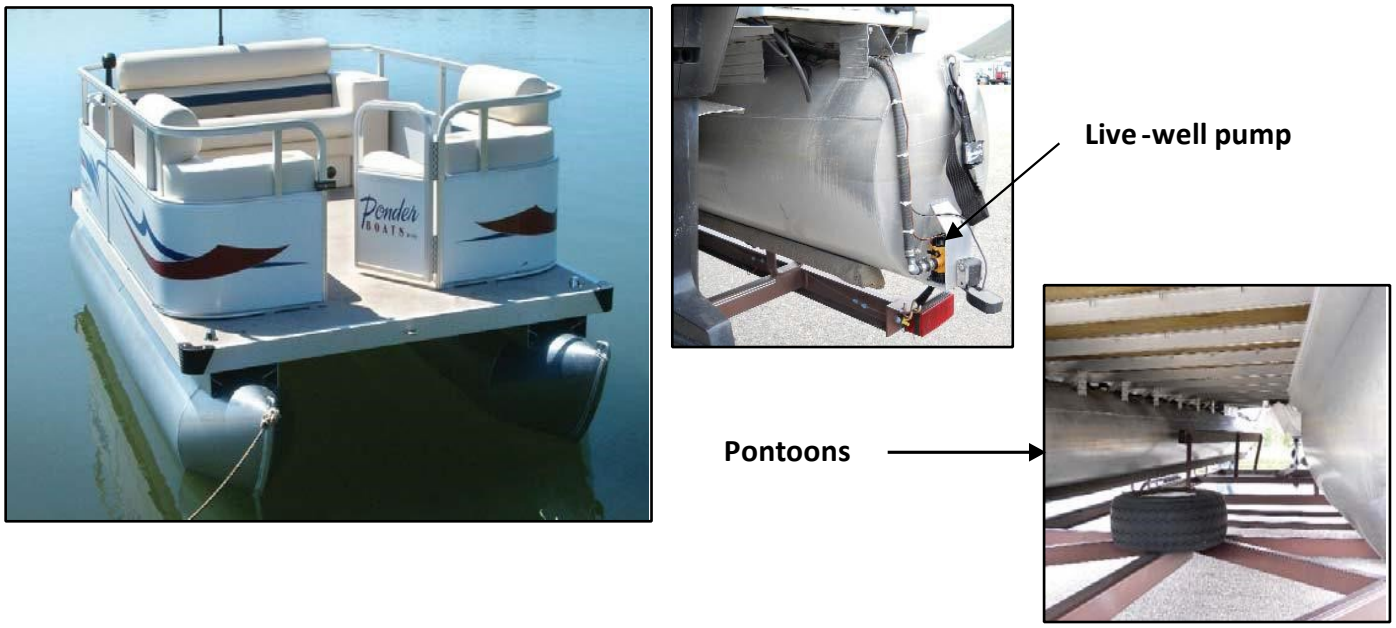
Photo modified from Wisconsin DNR

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 an inboard motor and ballast system. Notice the multiple intakes on the bottom of the hull.

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

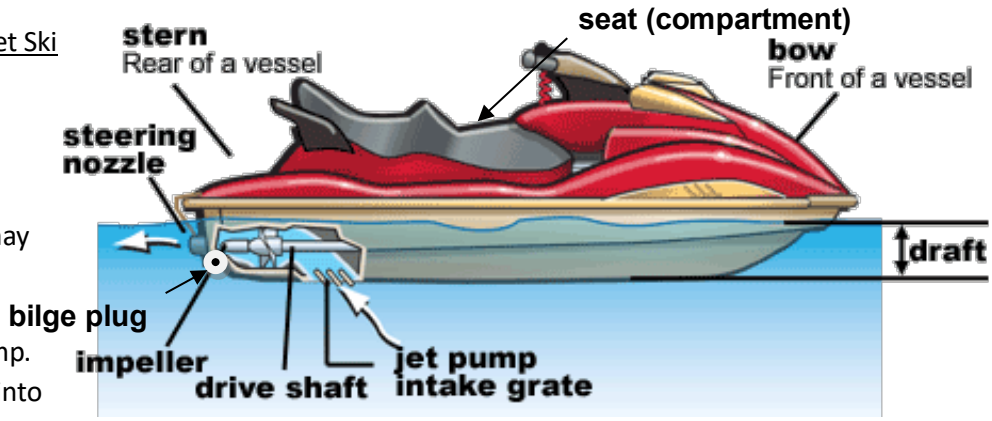


Special considerations for inspecting a pontoon boat

1. Pontoons can be remarkably 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 extended 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

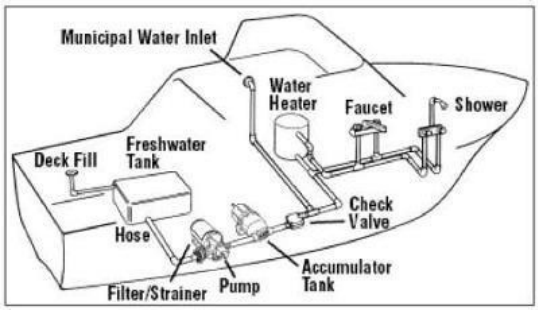


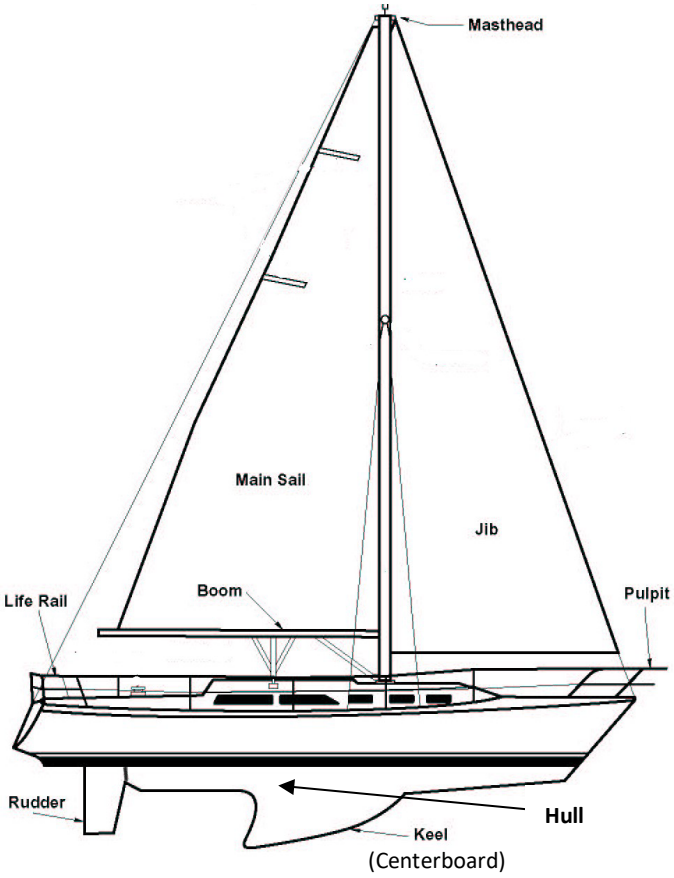
Special Considerations for inspecting a Jet Ski (PWC):

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

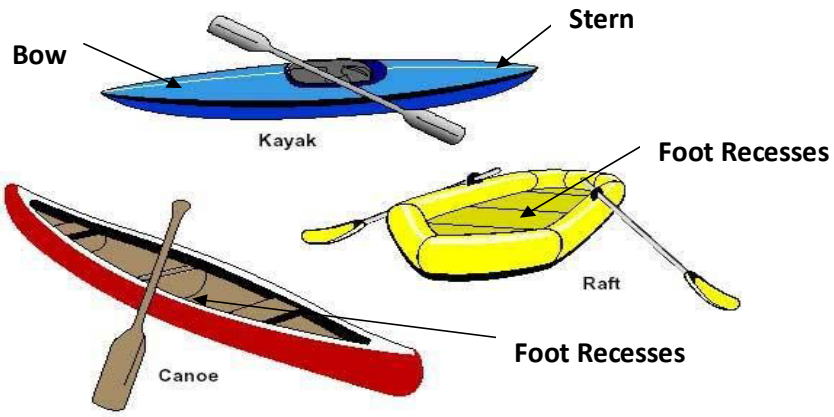




<u>Special Considerations when inspecting a sailboat or houseboat:</u>

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 the waterline.
2. Some sailboats have centerboards, or retractable keels. Use a flashlight to inspect the centerboard and the centerboard box (holding compartment for the keel). If AIS are detected the sailboat will need to be quarantined to ensure proper drying of the centerboard and centerboard box.
3. Interior Inspection: Sailboats and Houseboats are complex watercrafts because they have multiple interior compartments, large bilges and multiple through hull fittings. However, many sailboats and other complex watercraft like houseboats are “closed systems” meaning outside water is not used to support the internal system. Closed systems may include head (toilet), galley (kitchen), etc. If the watercraft has a closed system, inspectors should focus on areas of the watercraft that need to use or store lake water. On a sailboat, these internal compartments or systems may include the raw water system, motor and bilge. In addition, the through hull fittings that transport lake water to the system need to be identified and drained. If the sailboat is an open system, inspectors should determine all areas of the watercraft that come in contact with lake water, including all through hull fittings, pumps, compartments, etc. 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 right 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



<u>Special Considerations when inspecting a non-motorized watercraft:</u>

Remember decal requirement and inspection requirement are separate. Stand up paddleboards and inflatable watercraft less than 10' are exempt from the decal requirement but still require an inspection.

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.

CLEAN DRAIN DRY
WYOMING

Appendix M: Location and water codes.

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 N: List of Wyoming Game and Fish Department AIS contacts.

AIS Coordinator: Josh Leonard, 307-721-1374 or 802-342-6764

WGFD Regional Offices (Contact to Arrange Decontamination):

Casper Region:	307-473-3400	or Eric Hansen:	307-247-6989
Cheyenne Headquarters:	307-777-4600	or Stephanie Estell:	307-214-0073
Cody Region:	307-527-7125	or Emily Youse:	307-586-2862
Evanston POE:	307-875-3223	or Wade Lowry:	307 679 6416
Green River Region:	307-875-3223	or Wes Gordon:	307-875-3225 ext 8622
Jackson Region:	307-733-2321	or Chris Wight:	307-231-7851
Laramie Region:	307-745-4046	or Nick Edwards:	307-721-1389
Lander Region:	307-332-2688	or Emily Youse:	307-586-2862
Pinedale Region:	307-367-7353	or Chris Wight:	307-231-7851
Sheridan Region:	307-672-7418	or Reed Moore:	307-290-2828

Law Enforcement:
Refer to the regional directory for local warden contact information.

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