WYOMING

AQUATIC INVASIVE SPECIES

WATERCRAFT INSPECTION

MANUAL

Conserving Wildlife – Serving People

Revised 2023

Recommended Citation

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Revised January 2023

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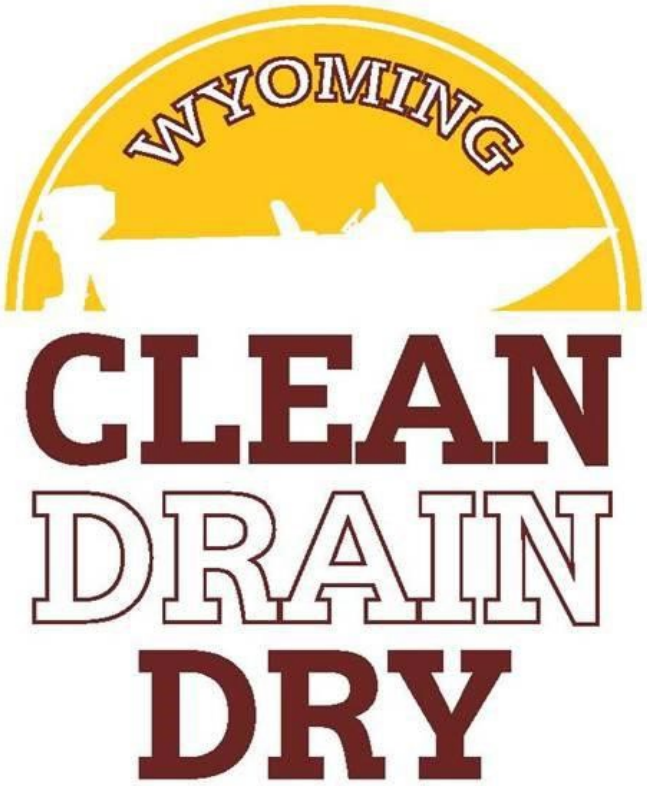
What is the purpose of this AIS manual?

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



What are Aquatic Invasive Species (AIS)?

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

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

Aquatic invasive species threaten native species and interfere with recreation, aquatic food webs, 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 to a new environment, the natural checks are usually left behind, giving invasive species an advantage over native species and making them very difficult, if not impossible, to control.

What are zebra and quagga mussels?

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

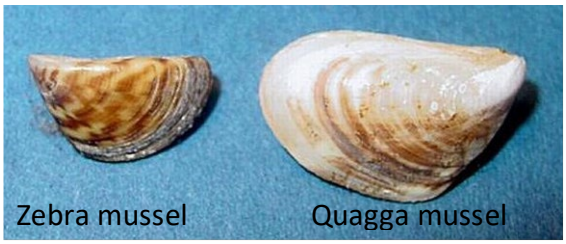


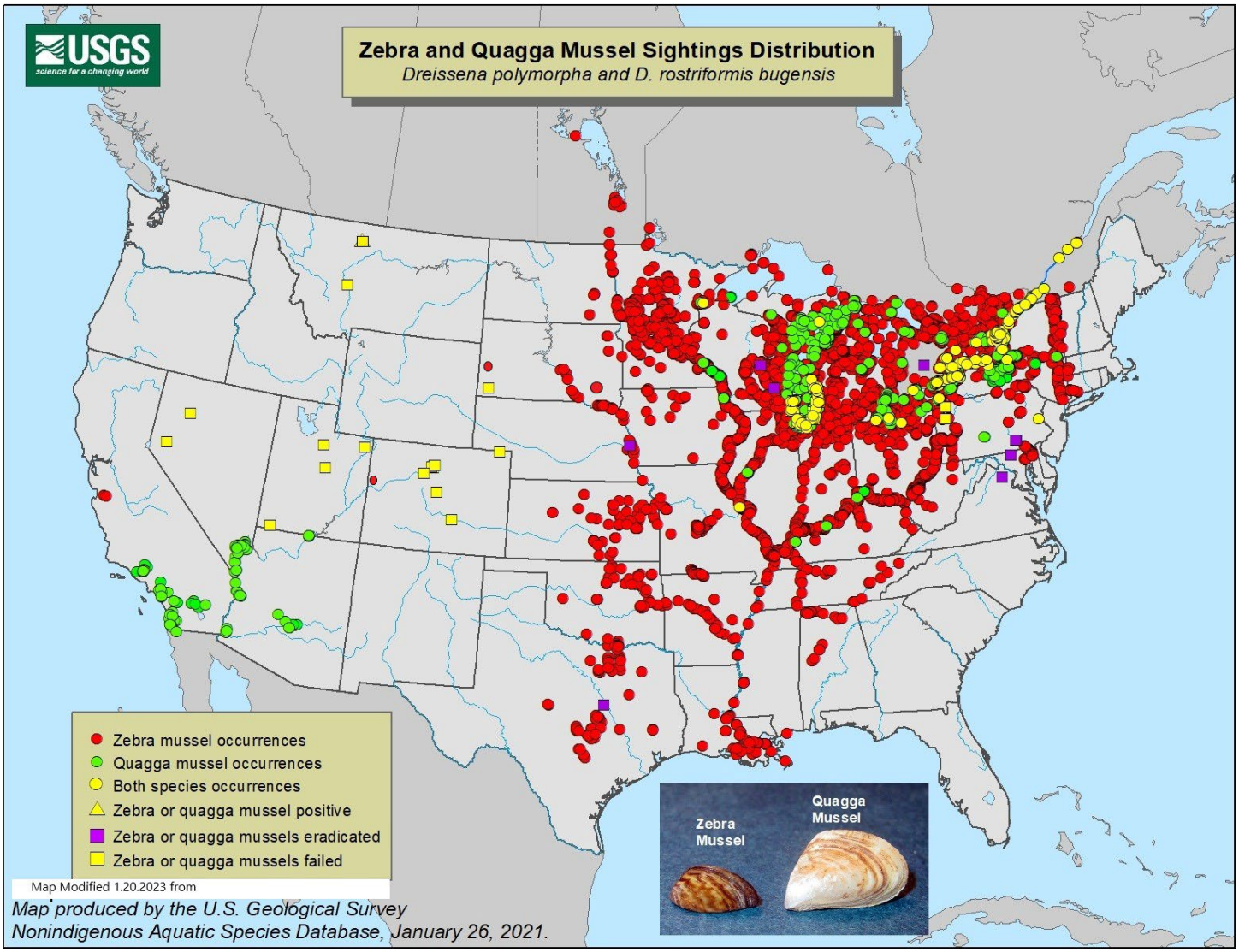
Photo by USGS

Both zebra and quagga mussels can survive cold waters but cannot tolerate freezing. They can endure temperatures between 33° F and 86°F (1°and 30°C). Zebra mussels need temperatures above 54°F (12°C) to reproduce while quagga mussels can reproduce in waters as cold as 48°F (9°C). The microscopic larvae, called veliger's, are planktonic and free-floating. Veliger's float in the water column or are carried in the current for about four to eight weeks. The larvae develop shells and settle onto any solid surface, including the skin or shells of native aquatic species. Zebra mussels are native to the Black and Caspian Seas in eastern Europe. They were discovered in the Great Lakes in 1988 and have since spread to 42 states in the United States. Quagga mussels are native to the Dnieper River Drainage in the Ukraine, and were first found in the Great Lakes in 1989.

How did the mussels get to North America?

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



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 would be 10 septillion mussels in the waterway at the end of five years! As the mussel population explodes, they cover the bottom and sides of the waterway.

They clog water infrastructure, impacting water supply and quality.

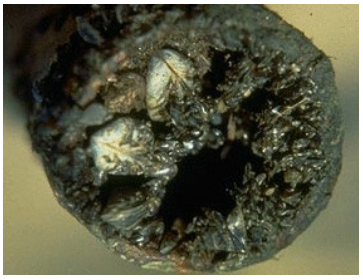


Photo by Craig Czarnecki

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

They have significant ecological impacts.

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

Photo by Ontario Ministry of Natural Resources

They have recreational impacts.

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

They have substantial economic impacts.

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

They are very difficult to eliminate.

Managers have been able to eradicate zebra mussels only in very few instances. In Virginia, a large volume of chemical was used to treat a small, unconnected pond to kill the adults and larvae. Managers in Nebraska drained Lake Zorinsky, a 255 acre public lake, for a year to allow 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 product's effectiveness and safety in open water.

They spread quickly to other water bodies.

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

What can we do?

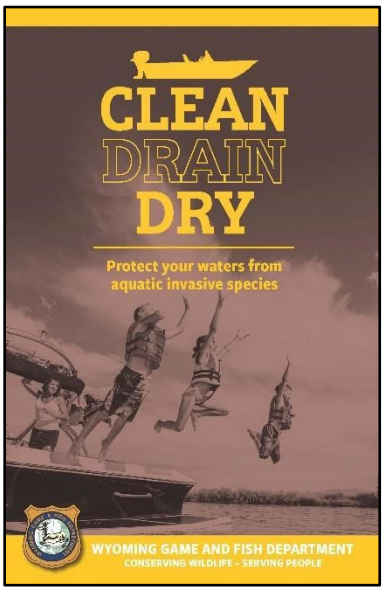
Educating the public is your most important task.

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

1—Show boaters how to inspect their watercraft themselves.

2—Explain why inspection is critical to find mussels and other AIS.

3—Impress upon the boater how zebra and quagga mussels damage boats, ruin fishing opportunities, harm the environment, and impair water infrastructure.



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

What other Aquatic Invasive Species is Wyoming concerned about?

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. Water users can help prevent the spread of all AIS by making sure their equipment is Cleaned, Drained, and Dried. Refer to **Appendix G** for a current distribution of AIS in Wyoming. Aquatic invasive species of concern in Wyoming include the following:

Common Name	*Scientific Name*
Animals	
Zebra mussel	*Dreissena polymorpha*
Quagga mussel	*Dreissena rostriformis*
Rusty crayfish	*Orconectes rusticus*
Bighead carp	*Hypophthalmichthys nobilis*
Silver carp	*Mylopharyngodon piceus*
Black carp	*Mylopharyngodon piceus*
Snakehead	*Channa or Parachanna genus*
Brook stickleback	*Culaea inconstans*
New Zealand mudsnail	*Potamopyrgus antipodarum*
Asian 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 U.S.A. as food in Asian markets and 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 U.S.A. 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 U.S. (few and far between) due to releases associated with their trade as food and pets.

Rusty crayfish

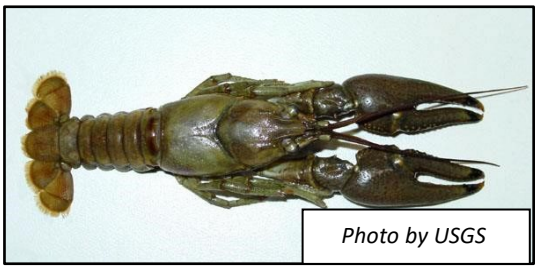


Photo by USGS

Rusty crayfish are native to the Ohio, Tennessee, and Cumberland drainages in the eastern U.S.A. The species has been introduced into 28 other states, most likely through baitfish introductions or supplemental forage stocking. 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 to contain populations of rusty crayfish.

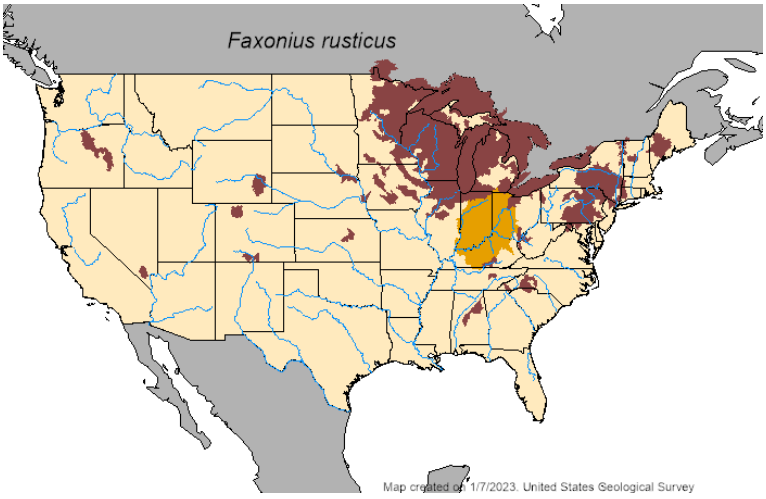


Figure 1: Rusty crayfish distribution as of 1.7.2023
Shaded area represents native range.

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 U.S.A. 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 eastern 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 U.S., with populations existing as close to Wyoming as the Missouri River in Nebraska and southern South Dakota, the James River, and central South Dakota.

Photo by Konrad P. Schmid,

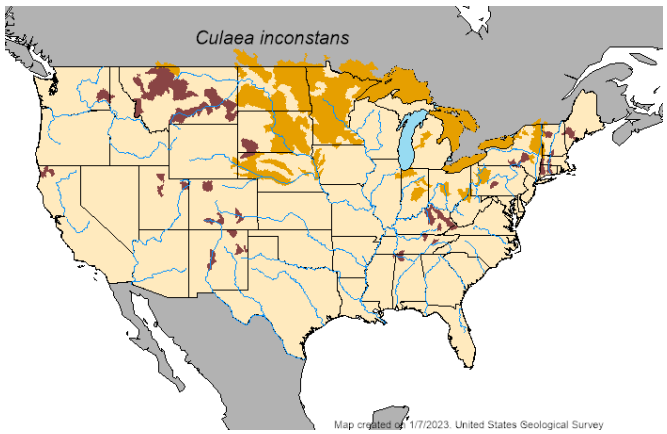


Figure 2: Brook Stickleback distribution as of 1.7.2023 Shaded region shows native range. Refer to Appendix G for populations in WY, they are not included on this map.

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. Studies show that waterfowl may be negatively impacted by brook stickleback due to their effects 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.

New Zealand mudsnail

The New Zealand mudsnail is native to mainland New Zealand and adjacent small islands. It was likely introduced into the U.S.A. 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 21 states. The mudsnail is parthenogenic (produces female clones) and densities over 500,000 per square meter have been recorded. They are transported by fish and birds, natural downstream dispersal, upstream through rheotactic behavior, and by humans on watercraft and 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

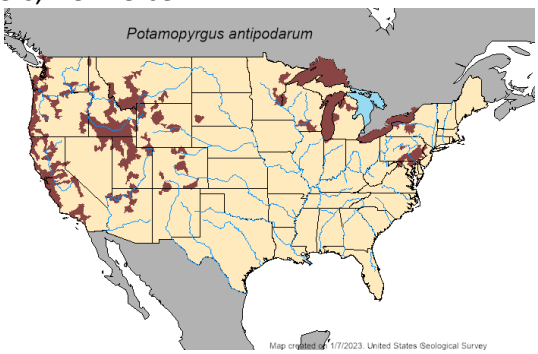


Figure 3: New Zealand mud snail distribution as of 1.7.2023

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 new population of Asian clams was discovered in Glendo Reservoir.**

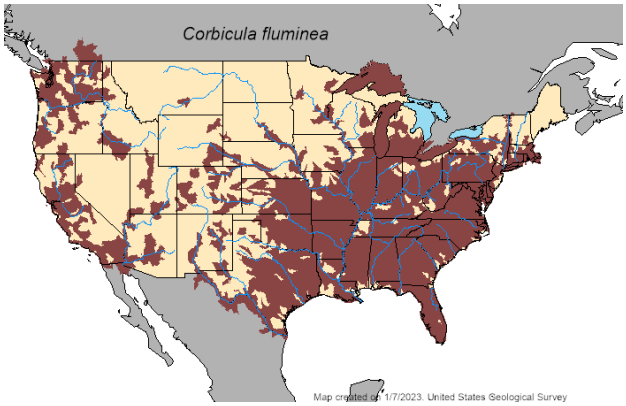


Figure 4: Asian Clams distribution as of 1.7.2023

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 underwater 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.

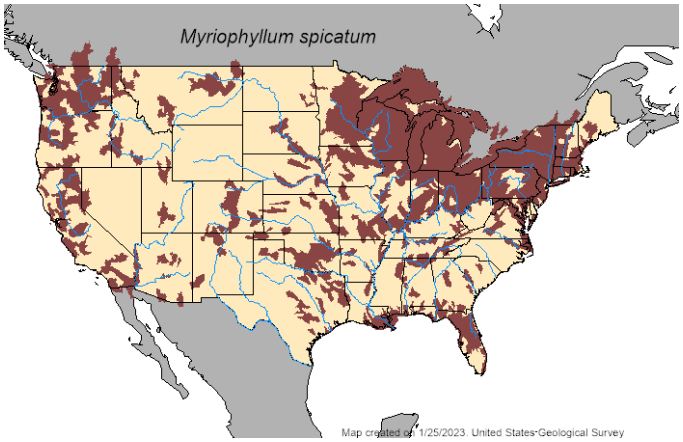
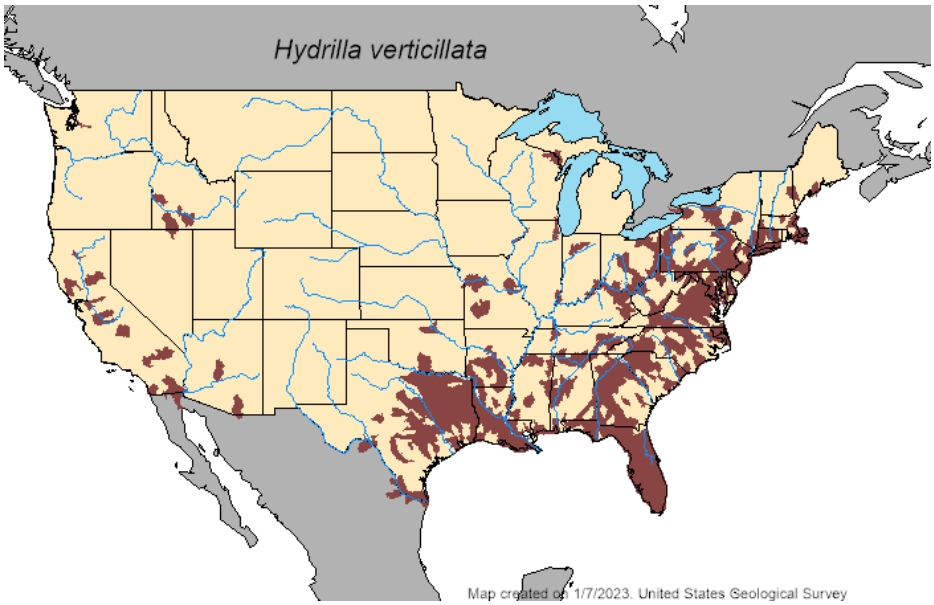


Figure 5: Eurasian watermilfoil distribution as of 1.25.2023

Hydrilla

Hydrilla is native to Asia and was introduced into the U.S.A. in the early 1950s for use in aquariums. The species spreads into open water through 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.



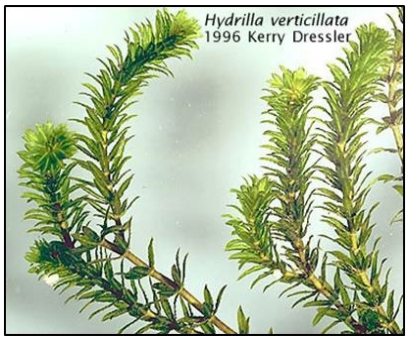


Figure 6: Hydrilla distribution as of 1.7.2023

Curly pondweed

Curly pondweed is native to Eurasia, Africa, and Australia, and was introduced into the U.S.A. in the mid-1800s. It is now found in every state in the continental United States. Curly pondweed reproduces by seed which can be easily transferred in mud or water. It has been introduced into new areas by accidental introductions and as an ornamental plant. Curly pondweed competes with native plants by reducing plant diversity and forming dense mats that impact water-based recreation. Curly pondweed has been found in Boysen, Deaver, Flaming Gorge and Keyhole Reservoirs, 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).

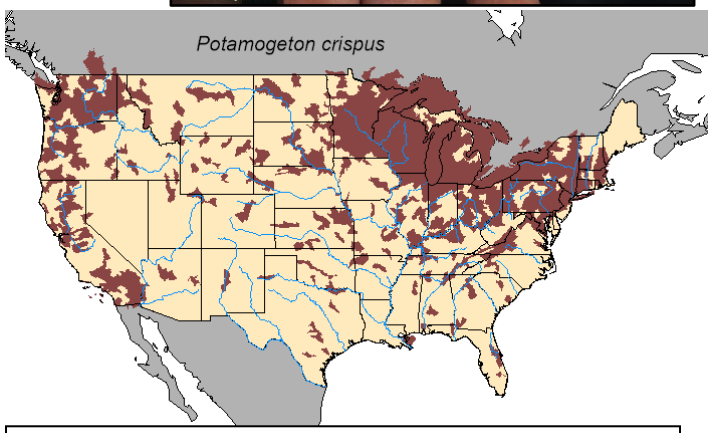


Figure 7: Curly pondweed distribution as of 1.7.2023.

Frequently Asked Questions (FAQs)

Some boaters haven't heard about zebra and quagga mussels and the Wyoming AIS program. The boating public is more likely to comply with and be supportive of the inspection program if they understand how important it is to control these species. That is why **education is the most important component of your efforts** as an AIS inspector. When visitors realize the inspection takes little time and protects Wyoming's waters, they are more likely to comply. You may be asked many questions during the short time you are interacting with boaters during the inspection. Additional AIS information can be found at: wgfd.wyo.gov/AIS.

Here are some of the most frequently asked questions:

What are Aquatic Invasive Species?

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

What is a quagga or zebra mussel?

Both are closely-related, invasive, freshwater, bivalve mollusks in the dreissenid family and encrust hard surfaces.

What do quagga and zebra mussels look like?

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

How did quagga and zebra mussels get to North America?

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

Are quagga and zebra mussels in Wyoming?

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

Does Wyoming have any aquatic invasive species?

Yes. There are several AIS in Wyoming, such as New Zealand mudsnails, Asian 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. Refer to Appendix G for their distribution in Wyoming.

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

If you use water or electricity, you do not want invasive mussels introduced into our state's waters. These species can have widespread impacts on power plants, municipalities, irrigation systems, and other water users.

Congressional researchers have estimated that the zebra mussel has cost businesses and communities over $5 billion since their initial invasion, and power companies alone have spent over $3 billion according to the Virginia Department of Game and Inland Fisheries. They impede water delivery and increase maintenance costs by clogging pipes, pumps, turbines, and filtration systems--costs that are all passed on to the consumer. Fisheries can be destroyed by the presence of these invasive filter-feeding mussels. Quagga and zebra mussels remove plankton from the water and affect algae species, resulting in a shortage of food sources to native freshwater species.

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

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

- **CLEAN** all plants, mud, and debris from equipment and watercraft. Flush all interior compartments and inboard motors.
- **DRAIN** all water from your watercraft including the ballast, bilge, live-well, and motor. Leave wet compartments open to dry. Bilge, ballast, and live-well plugs must be removed when leaving a water and legally plugs must stay out during transport in Wyoming.
- **DRY** your watercraft and equipment before launching in a new body of water. Allow your watercraft to dry for 5 days in the summer, 18 days in the spring or fall, or 3 days at freezing temperatures.

Is it mandatory to travel with my bilge plug out?

In 2017, a revision to the AIS regulation (Chapter 62) requires watercraft users to remove all visible vegetation, bilge, ballast, and live-well plugs when leaving a water and also requires bilge 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 are required to have your watercraft inspected prior to launching in Wyoming. If you encounter any open check station on your route of travel, all watercraft must stop and will either be required to undergo an inspection or show proof of a previous inspection.

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

Review the list of high risk waters across the U.S. on the WGFD website (also on page 57 of this manual). Additionally, waters positive for AIS sometimes post signs at boat ramps and launches. If boating out of state, consider reviewing the water manager's website for information or asking for information during your visit. If you are ever in doubt, schedule an inspection in Wyoming before you launch or call a regional office with any questions.

What is a watercraft inspection?

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

Where can I go to get a watercraft inspected?
Watercraft inspections are conducted at border check stations including some ports of entry and rest areas throughout the inspection season. Additionally, watercraft inspections will be conducted at major waters throughout Wyoming, some on a rotating basis. Wyoming Game and Fish Department regional offices, private certified inspection locations, and private inspectors can also provide inspections. A regularly updated list of locations and hours of operation for watercraft inspection stations can be found on the WGFD website.

How long will an inspection take?
A standard inspection will take 3-5 minutes. A high risk inspection is more thorough and may take 5-30 minutes depending on the type and size 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. Be sure to remove and leave out any plugs, including the bilge plug, until you reach the boat ramp to allow your boat to drain thoroughly.

What is a watercraft "seal"?
Wyoming authorized AIS inspectors may apply a seal to watercraft after it has been inspected or decontaminated. A seal is attached to a watercraft so that it breaks if the boat is launched. This allows inspectors to know if the boat has been launched since its last inspection. Watercraft with an intact seal and corresponding receipt will typically be expedited through future inspections. Refer to page 19 for all of the details regarding seals.

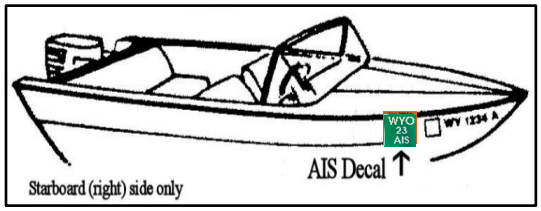
What happens if my watercraft needs to be decontaminated?
An authorized decontaminator will spray the watercraft's exterior and flush the interior compartments with (120°F to 140°F) water to remove and kill any AIS that may be on the watercraft. After decontamination, the watercraft will be inspected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

Can I disinfect my watercraft using bleach or other chemicals?
No, hot water or drying are the only approved watercraft decontamination methods in Wyoming. Chemicals, such as bleach, have not been proven to be effective in removing all AIS and may damage your watercraft and equipment.

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

Why are only boaters being charged for the decal?
Watercraft are the primary means that AIS, especially zebra and quagga mussels, are transported and therefore carry the greatest risk for spreading AIS to and within Wyoming. All watercraft present a risk for transporting AIS. Though we do not yet have any confirmed waters with invasive mussels, waters could have mussels in them before we can detect them. Therefore, it is very important for all boaters, even those only boating in Wyoming, to follow the Clean, Drain, and Dry protocol and undergo a watercraft inspection when required.

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 should display the decal on the starboard (right) side of the bow, six inches left of and directly in line with the watercraft registration. 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 purchase a decal.

How long are AIS decals valid for?
Decals are valid for the calendar year; they expire on December 31 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 in length or less, and all standup paddle boards, are exempt from the decal requirement.
Owners of multiple non-motorized watercraft may transfer valid decals between their own non-motorized watercraft. However, each non-motorized watercraft shall display a valid decal while in contact with any water.

What information is needed to purchase a decal?
A boater will need to know the make, model, type (canoe, motor boat, kayak, etc.), year, and length of their watercraft. The boat is not required to be registered in order to purchase a decal, although if it is, the boater will need to know the registration number. They will also need an ID and know the information needed to look up and 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 a non-chemical decontamination treatment. There is no fee for the inspection or decontamination, but 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

What types of inspections will I do?

You will be doing two types of inspections, depending upon the situation. Both types of inspections will be described in detail later in this manual.

Standard Inspection - This inspection procedure applies to **all watercraft** and must be completed before the watercraft is allowed to proceed. The procedure should take about three minutes.

High Risk Inspection - This protocol is used on watercraft found to be at high risk for transporting AIS because of **use in a high risk water** (a water suspect or positive for mussels or other AIS), or **use in a state with known high risk waters and standing water in the watercraft**. This is intended to be a very thorough inspection that may take 5 to 30 minutes depending on the type and size of the watercraft.

What are my priorities as an AIS inspector?

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

1. Ensure Personal and Public Safety

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

2. Educate Boaters

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

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

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

Drain—All water must be drained from the watercraft. This includes any water in the ballast, bilge, live-well, bait well, storage compartments, deck, water delivery systems, cooler, trailer, engine, or any equipment. Bilge, ballast, and live-well plugs must be removed when leaving a water and remain out during transport in Wyoming.

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

When educating, **stay positive**! You could contact hundreds of boat owners during the season and their experience with the program depends on you. A polite, positive approach can be the difference between a pleasant, productive contact, or an adversarial encounter. Find something to compliment the boat owner about. If you have an understanding of the waters in the area, offer that information (camping opportunities, local weather forecast, fish species present, how the fishing has been recently, etc.).

3. Perform Standard Inspections

You must perform inspections the same way each time and be thorough enough to assess the risk associated with the watercraft. The *Inspection Flowchart* (page 20) should help you move through each watercraft inspection efficiently.

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

If a watercraft is determined to be high risk, you will need to conduct a thorough high risk inspection.

5. Contact Wyoming Game and Fish if Decontamination is Required

If you find evidence of mussels, other AIS, high risk standing water, or find reason to believe the watercraft may be transporting AIS, the watercraft must be decontaminated. Call the local regional AIS Specialist, and if they are not available call the closest WGFD office, so that a decontamination of the watercraft can be arranged between the boat owner and the WGFD.

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

1. The owner refuses decontamination and the watercraft must be quarantined to allow dry time to kill AIS.
2. Live juvenile or adult mussel is found during an inspection - in this case the watercraft should be decontaminated and then quarantined for the allotted dry time. This ensures any mussels not killed during the decontamination will be dead after the appropriate dry time. Information to determine the length of quarantine required for a watercraft is discussed in more detail on page 29.

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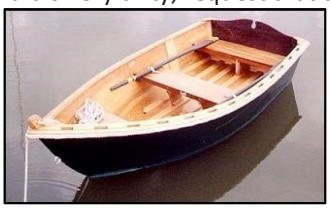
Which watercraft is the most complex for transporting mussels and other AIS?

While all watercraft and floating devices (including components such as motors, anchors, wells, trailers, and other associated equipment) can potentially transport AIS, complexity plays a role in determining the level of risk. . Mooring of watercraft (in excess of 24 hours) provides greater opportunity for mussels to attach. Non-motorized watercraft are lower in complexity but can still transport AIS and must be inspected. Complex boats have many areas where mussels can hide and should be regarded with higher scrutiny. Watercraft recently moored in an infested body of water pose a very high risk regardless of complexity. Pets and equipment can transport AIS such as plants and New Zealand mudsnails. Educate the public to clean and dry personal equipment and pets, especially if leaving an infested body of water.

Different complexity levels require different inspection procedures:

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

What equipment do I need for inspections?

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

Where should watercraft inspection stations be located?

Ideally, the draining of watercraft should take place in the same general area. 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.

What is the protocol for Standard AIS Inspections?

A standard inspection is the minimum inspection required for all watercraft. This is the most common type of inspection that will be conducted. The procedure will take three to five minutes. **You must complete an inspection receipt (page 21) for every inspection. Keep the top (white) copy for your records, and provide the boater with the bottom (yellow) copy. Submit your completed inspection receipts (white copies) to the AIS Specialist in your region by December 15th annually. Unused receipts may be kept for future use.**

Ensure Personal and Public Safety

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

Boater Contact

The importance of education cannot be overemphasized. Not every reservoir or lake in Wyoming will have AIS check stations, it is essential to show boaters how to inspect their own watercraft and explain *why* we do this. Impress upon the boater how AIS damages boats, gear, fisheries, and water infrastructure. Provide brochures or other information. Share the primary education message, **Clean-Drain-Dry**, and explain why it is important to always keep their watercraft and gear clean, drained, and dry. Emphasize to boaters that state law requires them to **empty all water** (bilge, ballast, and live-well) from their watercraft when they leave a water and that **all plugs must be removed and remain out during transport** in Wyoming.

Initial Assessment

In order to speed up the inspection process for boaters we use a wire seal system (page 19). When a watercraft is inspected at an off-water location (i.e. border check station, WGFD regional office, or private certified inspection location) an inspector **must** apply a wire seal and provide the boater with a seal receipt to document the inspection. If you encounter a sealed watercraft and are provided the corresponding seal receipt, verify the proper inspection and decontamination (if required) were performed prior to allowing the watercraft to leave. If needed, complete the necessary inspection(s) or arrange decontamination if required. ****If the watercraft has a ballast system and was used on a positive water in the last 30 days a high risk inspection is required regardless of decontamination status**.

Determine Risk Factors

You will need to determine if the watercraft you inspect presents a high risk. You will be able to move low risk watercraft through an inspection very quickly. Situations that pose higher risk include watercraft that have been in high risk waters, watercraft coming from a state with known high risk waters, watercraft with standing water, or watercraft with a lot of dirt and grime below the watercraft's waterline. If you determine that you have a high risk watercraft, you will need to proceed with the high risk inspection protocol (page 23). If the watercraft is low risk, continue with the Standard Inspection protocol.

***Remember salt water is not high risk water. Watercrafts last used in the ocean do not automatically need to enter high risk protocol. Start with a standard inspection, inspecting for any AIS mentioned in this manual. If any fresh water AIS are found, move to high risk and call your local Specialist for a decontamination.**
Salt water barnacles cannot live in fresh water and pose very little risk.

Rapid Exterior Inspection

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

Ensure the Watercraft is Drained

On smaller watercraft, ask the owner to remove the bilge plug (and other plugs if needed) and lower the motor to show the watercraft is drained. For larger watercraft, you will need to get into the watercraft to look in the live-wells or other holding areas. Ask for permission and **ask the owner to climb in first**. Follow the owner into the watercraft in the same way they entered. Be careful to prevent injury to either the owner or inspector. Then, ask others to **stand clear** so that the owner can **activate** the **bilge pump** to show the watercraft contains little or no water. Ask to see **all live-wells**, **ballast tanks, and sea strainers**. If the watercraft has standing water in any container, follow the procedures outlined on page 22 of this manual. Ensure the boater has fully drained the live-wells, ballast tanks, sea strainers, and any other containers or compartments that could reasonably hold water. **All plugs and other water barriers must be removed and remain out during transport in Wyoming.** Using the guidelines, determine the risk of any standing water still present and determine if a high risk inspection and decontamination are necessary or if the watercraft has been drained sufficiently and presents low risk. For a personal watercraft (PWC), have the operator start the PWC and rev the engine to half throttle until no more residual water is expelled, but for no more than 30 seconds (called "burping the motor").

Closeout

When the inspection is completed, **attach a watercraft seal** (more information below), **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 until prior to launching to aid in the drying of internal hoses and compartments. The owner is responsible for ensuring their watercraft is water-tight. Thank the owner and remind them to **Clean, Drain** and **Dry** every time they leave a water.

What is a Watercraft Seal?

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

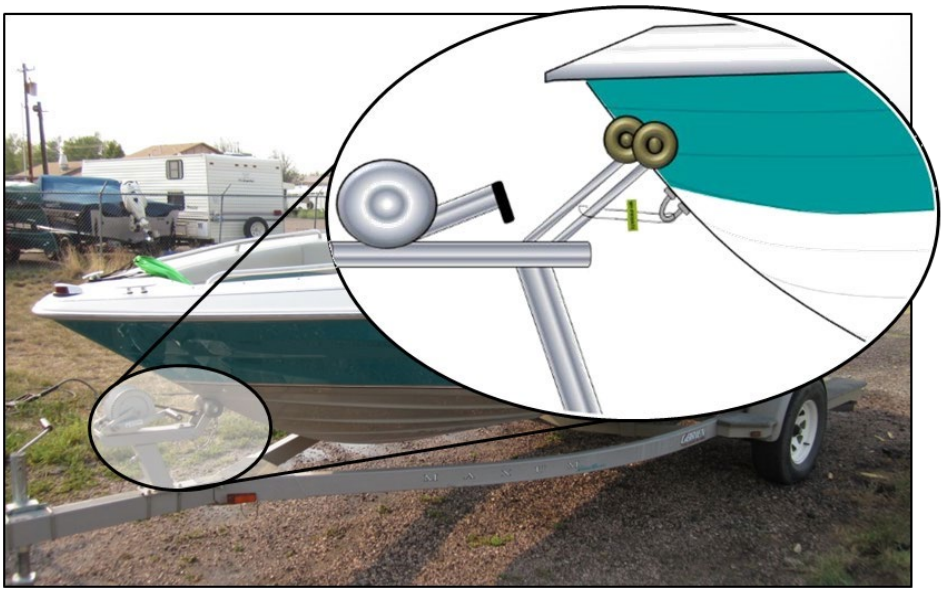
***Watercraft seals will be placed on ALL watercraft after an inspection at an off-water facility** (i.e. border check station, regional office, private certified inspection location). Watercraft will get a yellow seal if the watercraft has undergone and passed a standard or high risk inspection by a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

How do I attach the seal?

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

What if I cannot attach the seal?

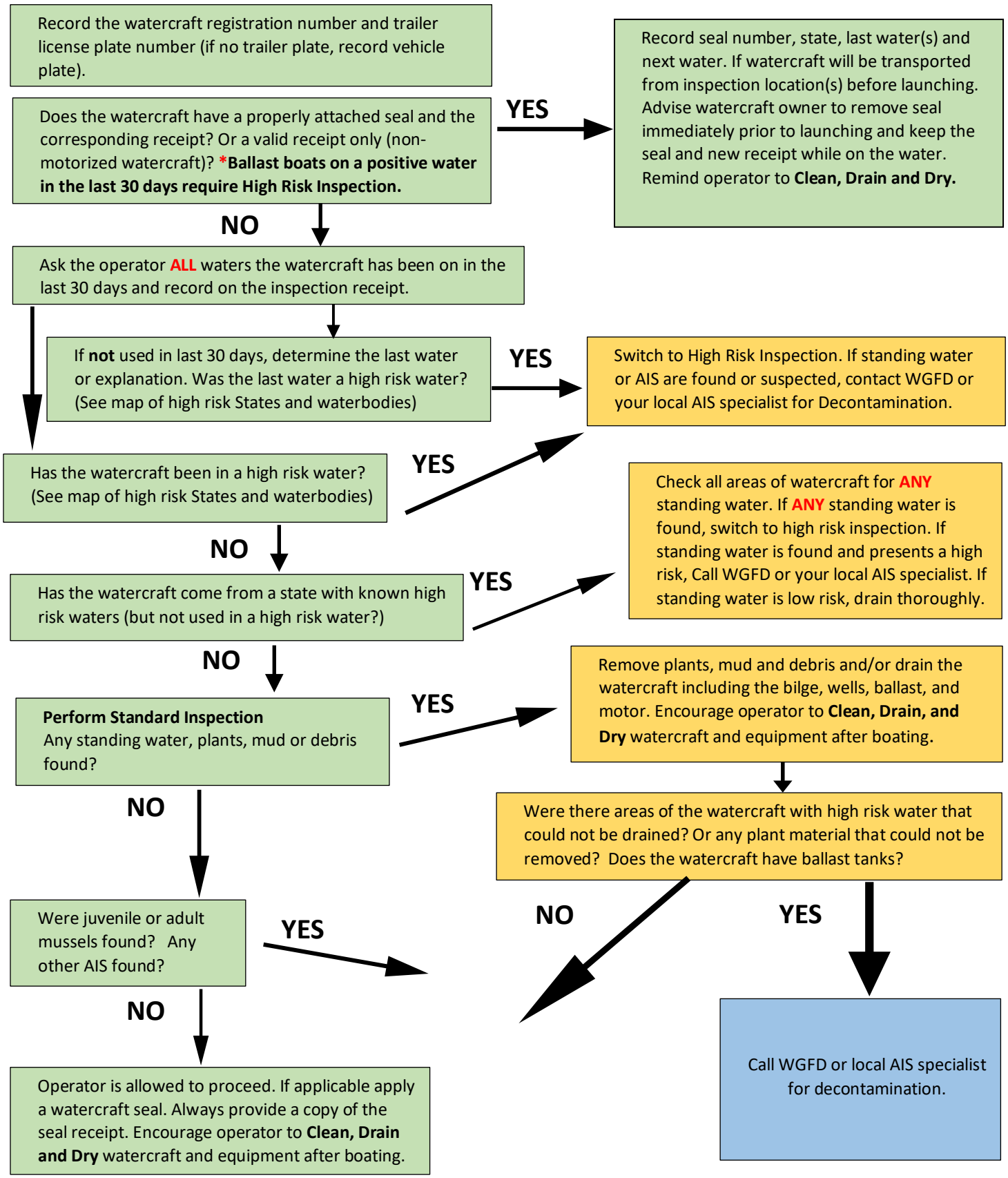
There may be some cases where you are unable to place a watercraft seal connecting the watercraft to the trailer (i.e. kayak or canoe in the bed of a truck). In these situations you will only provide the inspection receipt to the boat operator or owner. You will need to circle "Receipt Only" under the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



What makes a watercraft seal valid?

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

What is the protocol for inspecting all watercraft?



What is a Watercraft Inspection Receipt?

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

1. Record the Date, Time, and Inspector ID. If you do not know your inspector ID, print your full name.
2. Record the inspection location; either write out or use codes provided on page 56 of this manual.
3. Record the Watercraft Registration number, and the Trailer or Vehicle Plate number. If there is no registration number, write a description on the watercraft (i.e., Red Old Time Canoe). **This is how law enforcement will know that the receipt is specific to the watercraft if they check the boater at the lake.**
4. Circle the motor type.
5. Record the last water and state, and all other waters in the last 30 days. Record the approximate time last used, and the next water and state the boat will launch in.
6. Circle "yes" or "no" if the watercraft has any standing water, whether the bilge plug was out at the time of inspection, whether plants were attached to the watercraft, and if a high risk inspection is required.
7. Circle whether the hull/exterior, trailer, motor, live well, bilge, ballast, and anchor were inspected. Don't forget about sea strainers. Cross out any components not inspected (i.e. the boater doesn't have an anchor).
8. If a high risk inspection is conducted, circle whether the watercraft was used in a high risk water, a high risk state, or had any other high risk factors (dirty, unknown last use, etc.).
9. If decontamination is required, write the reason for the decontamination and the name of the WGFD person you contacted to arrange for decontamination of the watercraft.
10. Lastly, circle yes if a seal was applied or receipt only if no seal was applied, the seal serial number if used, and whether the watercraft had a valid AIS decal or decal receipt at the time of inspection. Tear off the bottom (yellow) copy and give to boater.

WYOMING AQUATIC INVASIVE SPECIES WATERCRAFT INSPECTION RECEIPT - PRIVATE

WATERCRAFT INFORMATION

Date:	Time:	Inspector ID or Name:	Inspection Location:
4/25/2022	7:30 am	Joe Fisher #1234	Sundance, WY

Watercraft Reg # or State/Type: (ex: WY1234BB, UT Canoe, CO 2 Kayaks)	State/Trailer/Vehicle Plate #: (ex: WY 12-123, CO 123ABC)	Motor Type: (Circle One)
SD 123AB	SD 1234	(Outboard) Inboard Inboard/Outboard Non-Motorized Personal Watercraft/Jet Ski Jet Boat

Last Water, State:	Last Used:	Next Water, State:
Lake Oahe, SD	1 Days ___ Weeks ___ Months ___ Years	Keyhole Reservoir

INSPECTION PROCEDURE (Circle Yes or No)

Standing Water:	Bilge Plug Out:	Plants Attached:	High Risk Inspection:
(Yes) No	(Yes) No	Yes (No)	(Yes) No
If yes, remove water	*If no, remove to drain*	*If yes, remove all plants*	

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

HIGH RISK INSPECTION INFORMATION (Circle Yes or No)

Used in High Risk Water:	Used in High Risk State:	Other:	Decontamination Required:
(Yes) No	(Yes) No	Yes No	(Yes) No
		If yes, explain:	*If yes, contact WGFD and proceed below*

DECONTAMINATION PROCEDURE (CONTACT WYOMING GAME AND FISH DEPARTMENT TO ARRANGE DECONTAMINATION)
*Watercraft cannot launch before decontamination is completed

Reason Decontamination Needed:	WGFD Person Contacted for Decontamination:
water in livewell and outboard engine	Reed Moore, Sheridan

CLOSEOUT PROCEDURE

Seal Applied:	Serial Number of Seal Applied:	Valid Decal or Decal Receipt:
(Yes) Receipt Only	WY-123456	(Yes) No Not Required

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 ☐

Inspection Location Copy

What if a watercraft contains standing water?

You must pay careful attention to all watercraft where you observe standing water, as well as 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. Mussel larvae are usually much less hardy than shelled adults and die more quickly and easily, but they have been known to survive in standing water for up to 27 days. It is difficult to pinpoint the exact amount of standing water necessary for larvae to survive; more research is needed in this area. Regardless, areas that maintain water or moisture for extended periods of time may not dry sufficiently and could harbor larvae. Experts believe small amounts of standing water present lower risk if:

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

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

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

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

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

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

What is the protocol for High Risk AIS Inspections?

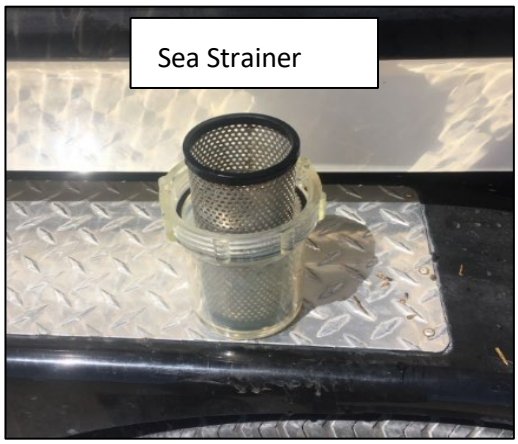
Any watercraft identified as high risk during the initial standard inspection should go through a high risk inspection. A high risk inspection is **required** if:

- The watercraft has been in a high risk water in the last 30 days.
- The watercraft was last used in a high risk water, even if over 30 days ago.
- The watercraft has been in a high risk state in the last 30 days and has any standing water.
- The watercraft has a ballast system and was used in a positive water within in the last 30 days, regardless of decontamination status.

Other high risk factors to consider:

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

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



- A thorough and complete visual and tactile inspection of all portions of the **watercraft, trailer**, **equipment, gear, ropes, and anchors**. The time it will take to complete a high risk inspection may vary greatly depending on the type and complexity of the watercraft and could range from 5 to 30 minutes or more.
- After you have thoroughly checked the exterior of the watercraft, **check for standing water and wet gear inside the watercraft.** Request permission to climb on the watercraft and, if possible, follow the operator onto the watercraft using the same approach. Be careful not to scratch or scuff surfaces. Spend time looking in compartments or at gear that could contain or have been immersed in water, especially the anchor and anchor compartment. Ask the owner to open the compartments or pull out the gear rather than doing it yourself to avoid damage.
- For larger watercraft, ask the operator to activate bilge pumps and to remove any sea strainers. Make sure other inspectors are safely away from the propeller and the bilge outlets before pumps are activated.
- All plugs (ballast, bilge, live-well) must be removed and stay out/open during transport.
- All vegetation and mud must be removed from all areas of the watercraft including sea strainers.
- Suggest that the boater leave the sea strainer out until prior to launching to aid in the drying of internal hoses and compartments.

If sandpapery bumps, mussels, plant material or gelatinous masses are found that you reasonably believe could be potential AIS, contact WGFD for a decontamination. Also, using the procedures on page 22, if standing water is identified in the watercraft, decontamination of the tanks or wells could be required.

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

High risk inspections – Where Do I Inspect?

For use when conducting a high risk inspection. This checklist is not required for each high risk inspection but is available if you would like to use it as a guide through the process.

Watercraft Exterior

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

Trailer

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

Motor

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

Motor continued

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

Interior/Equipment

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

Other

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

How do I deal with Live Baitfish?

If the watercraft has a bait container or a live-well with standing water, inspectors will need to determine the origin of the water and the bait (see flowchart on page 27).

If the live-well has water but no live baitfish use the Standing Water Protocol (page 22) 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 contains live baitfish, remove the baitfish and place in a bait bucket with clean, fresh water. Drain the live-well thoroughly. Ask the owner for the live baitfish receipt or seining permit (examples on page 26). If the live baitfish receipt or seining permit are valid you may allow the owner to proceed with the baitfish in the external holding container. 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 water is drained from the holding container. Ask the owner to voluntarily destroy the illegal baitfish.

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

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

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

Many AIS are introduced into new areas as a result of baitfish. As an inspector you should familiarize yourself with the key characteristics of known AIS. Some boaters may possess a valid baitfish receipt or seining permit and still have possession of invasive fish such as brook stickleback. **It is illegal to possess or transport brook stickleback in the state of Wyoming.** A key characteristic of brook stickleback are free standing spines (usually 5) on the back (see photo on page 7). Take the time to look at baitfish and determine if any of the fish may be invasive.

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.

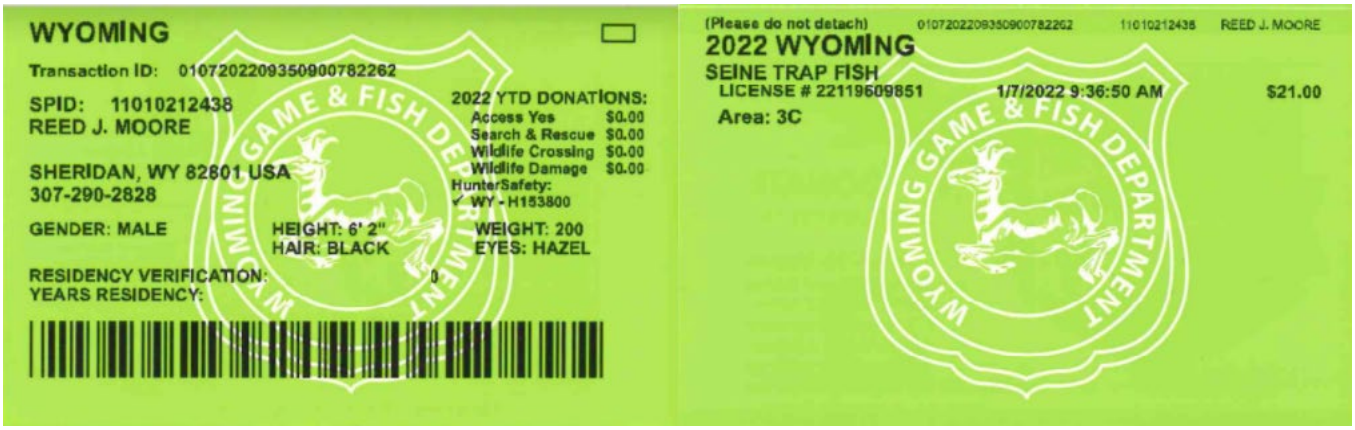
I certify that all of the above information is true and accurate. Live baitfish dealer or dealer employee name and signature:

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.

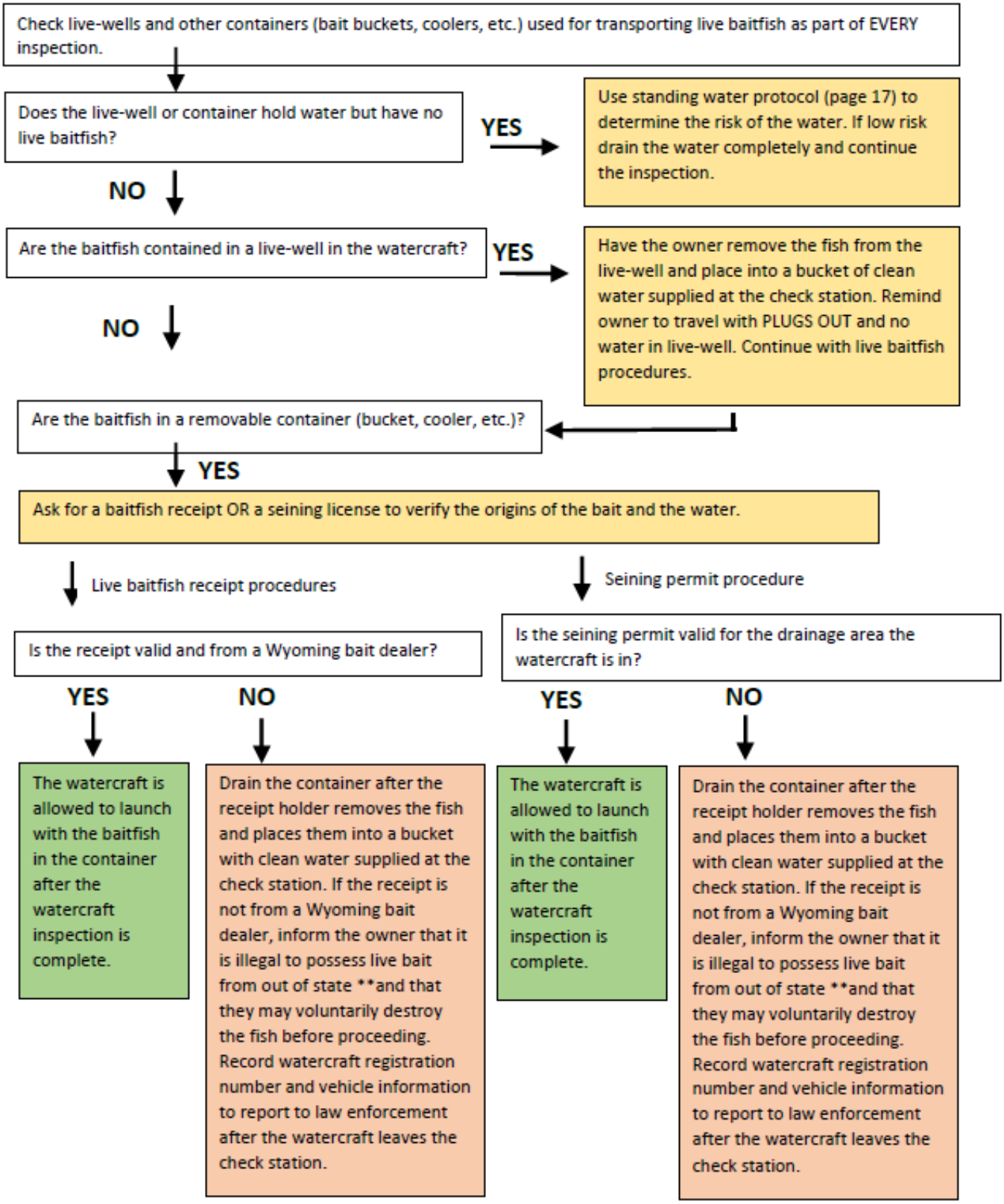
The person possessing live baitfish must comply with Wyoming Game and Fish Commission live baitfish regulations provided in the Fishing Regulations. The minnows accompanying this receipt may be transported and possessed throughout Areas 2, 3 and 5 (east of the continental divide) except where the use of live baitfish is prohibited. Unused live baitfish shall not be released alive and must be killed when the receipt expires.

Copy of a Wyoming Live Baitfish Receipt



Copy of seining and trapping permit

Live Baitfish Protocol



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

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

Report

Report your suspected AIS discovery:

- Call your local Regional AIS Specialist (or nearest WGFD office). Contacts can be found in Appendix J.
- Arrange decontamination with the boat owner and WGFD. If the boater leaves, immediately call law enforcement.

If you are unable to contact a regional AIS Specialist, record boater information and tell them it is against the law to launch the watercraft prior to the decontamination. Make sure to record and provide the flowing information.as soon as possible, to the nearest WGFD office,

- Date/Time, Watercraft Registration number
- Location (current location of watercraft and waters recently visited)
- Watercraft Destination, general travel itinerary
- Suspected species of AIS
- Name and contact information of watercraft owner

What is the Standard Watercraft Decontamination Protocol?

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

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

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

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

4—After decontamination, the watercraft must be inspected again to ensure a successful decontamination.

5—Decontaminators must report all decontaminations to the WGFD.

6—If the watercraft is allowed to leave the site immediately following the decontamination, a brown seal is attached and a *Seal Receipt* is provided to the boater.

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

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

Watercraft decontamination stations will be placed at multiple locations throughout the state and at all WGFD Regional Offices. If zebra or quagga mussels are confirmed, inform the operator that transporting the watercraft would be in violation of AIS regulation. The boater can wait while you arrange for a decontamination unit to come to the site or they can be escorted by a qualified peace officer to the nearest decontamination site. If you need information to determine where the closest decontamination site or unit may be, contact the nearest regional AIS Specialist (Appendix J) or contact the AIS Coordinator at 307-721-1374.

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 allow decontamination. If the owner is unwilling to cooperate, you may need the assistance of law enforcement. Avoid engaging with angry or hostile boaters. When in doubt, call law enforcement for assistance. **Only qualified peace officers can order decontamination or impound a watercraft.**

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

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

Any watercraft with mussels that are alive or of unknown viability requires decontamination **and** quarantine.
Only watercraft with obviously dead mussels are 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?

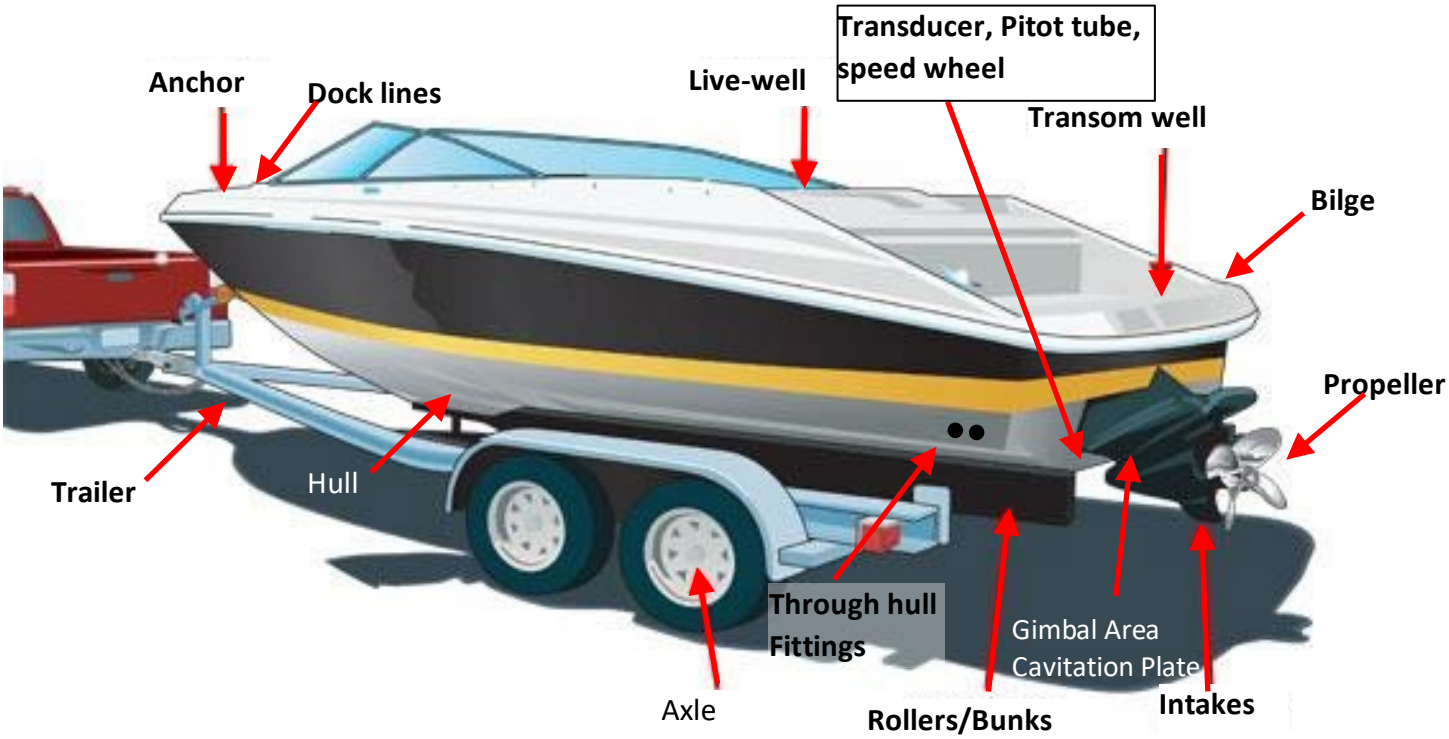
(For information only. Always involve WGFD and your local specialist if watercraft has attached AIS)

The 100th Meridian Initiative has developed a Quarantine Estimator for Zebra-Mussel Contaminated Boats that estimates recommended drying times based on average humidity and temperature zones in the 48 contiguous United States. The quarantine table below should be used to determine the length of quarantine required for any watercraft found to be encrusted with live mussels. The quarantine table is based on averages; therefore, quarantine may also be increased or decreased if information suggests seasonal changes for a specific area.

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

Appendix A: Special Considerations when conducting inspections

Diagram of a **Standard Watercraft** detailing areas to check during watercraft inspection.
Photo modified from Wisconsin DNR.



Special Considerations for inspecting a Standard Watercraft: *Standard Watercraft may be an Inboard/Outboard ("I/O"; as shown in the photo above) or an Outboard Watercraft.*

1. **Contact your local specialist.** Live-well with a recirculation pump. In order to properly decontaminate the live-well, water of 120°F must be run through the live-well and recirculation pump.
2. Ballast tanks hold large amounts of water which assists with increasing the wake of a boat and are most common on "wakeboard" boats. Ballast tanks may be permanently installed in the interior of the watercraft or they may exist as external sacks of water. In both styles, water will need to be drained. Ballast tanks that are permanently installed in the interior of the watercraft are filled via intakes on the bottom of the boat. Water is pumped from the lake into the ballast tank. Ballast tanks can hold as much as 500 gallons of water and present a serious risk if the tank was last filled in an infested body of water.
3. **Contact your local specialist.** To decontaminate internal ballast tanks, water no greater than 120°F must be flushed through the intake and into the ballast tank and drained. External water sacks should be drained and can easily be decontaminated by filling the tank with hot water and draining. It is also good to leave these types of sacks out in the sun during transport or storage, as sun can heat any residual water inside the sack and eliminate any risks of veliger survival.

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

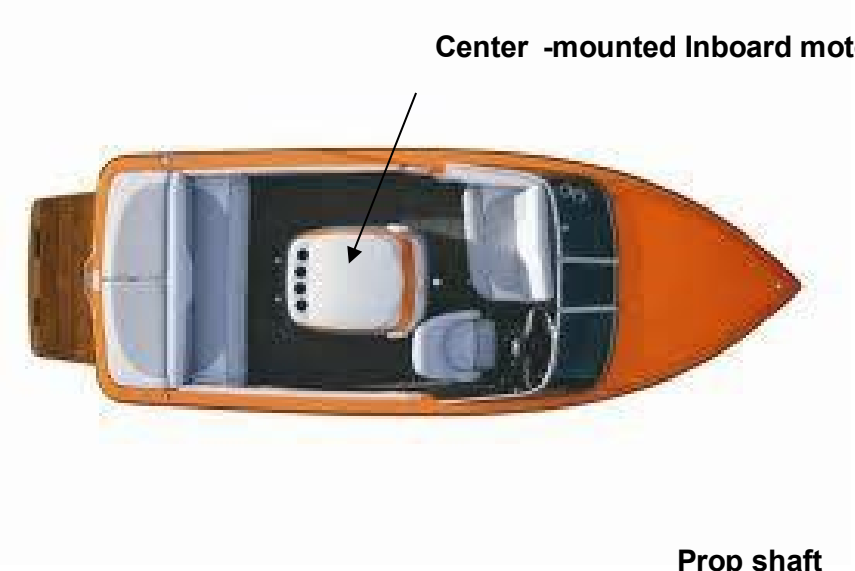
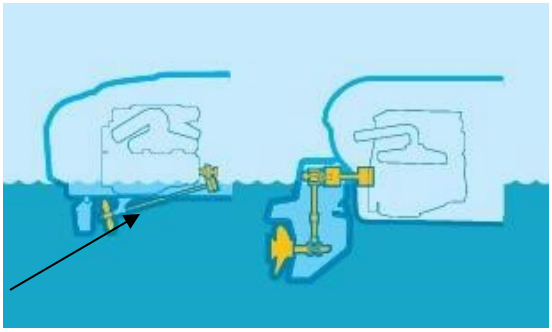


Photo modified from Wisconsin DNR

Inboard vs Inboard Outboard



Special Considerations for inspecting an Inboard Watercraft:

1. Inboard "V-Drive" watercraft (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.
2. On some inboard motors there are two bilge plugs. One bilge plug empties the water from the engine compartment in the center of the boat, it must be removed from inside of the bilge; the second bilge plug drains water from the rear of the watercraft. 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. It is almost impossible to know if all water has been drained from the motor. **In this case contact your local specialist.** 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.

Live-well pump

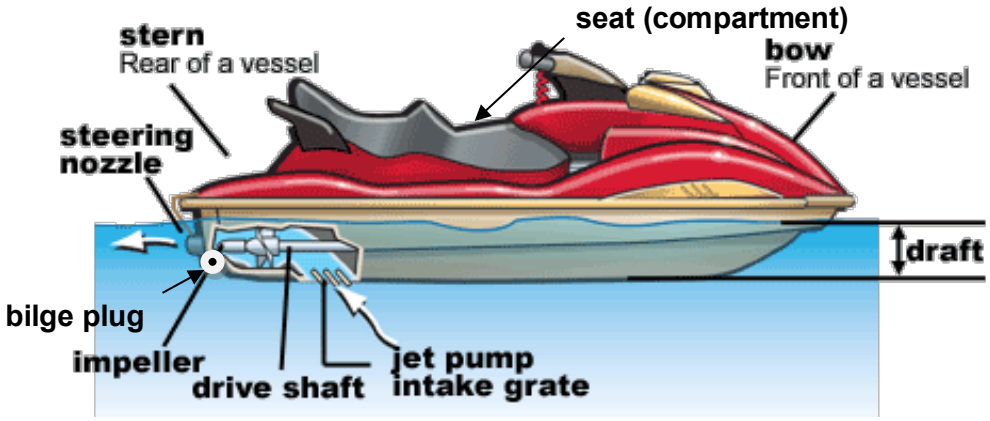
Pontoons

Special considerations for inspecting a pontoon boat

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

Diagram of **Personal Watercraft (PWC, jet-ski)** detailing areas to check during watercraft inspection.

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

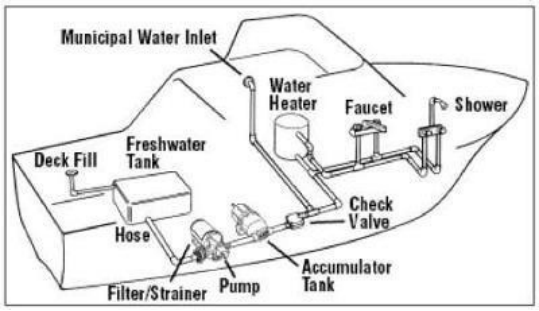


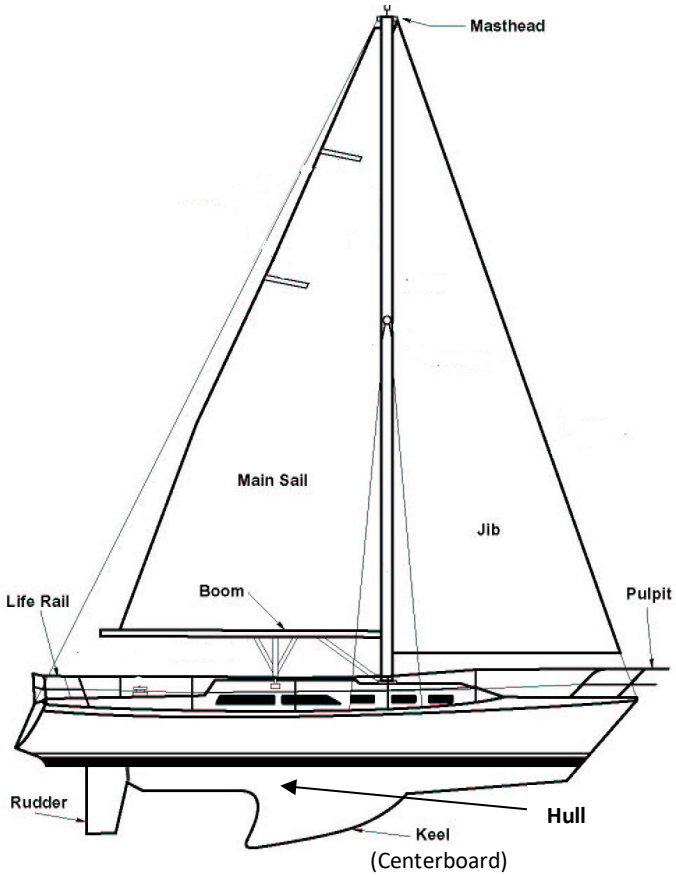
Special Considerations for inspecting a PWC:

1. Lift seats and inspect the interior compartments for standing water.
2. Check the bow of the watercraft there may be a compartment that holds standing water.
3. Check foot recesses for water and drain using a sponge or hand pump
4. The motor of the PWC pulls water into the engine via a large intake on the bottom of the watercraft (see image above). Ask the operator to start the PWC 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.
5. Some PWC are equipped with ballast tanks.

Diagram of **Sailboat/Houseboat**

Photo modified from American Boating Education, LLC

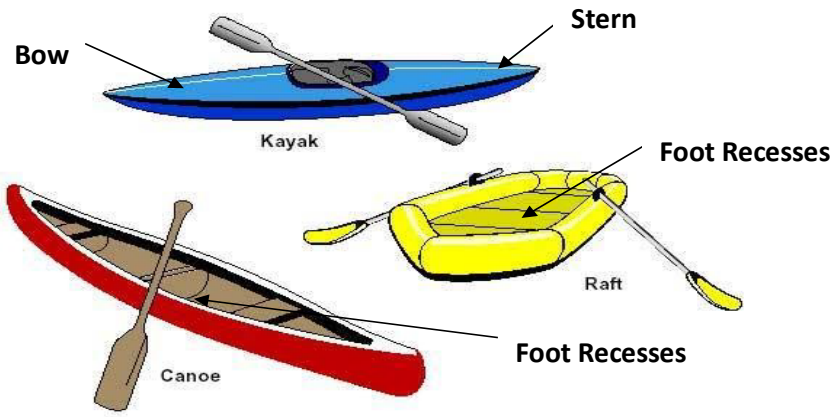




Special Considerations when inspecting a sailboat or houseboat:

1. Exterior inspection of a sailboat or houseboat should focus on the areas of the watercraft that come in contact with lake water. These areas may include the deck and all areas below 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 likely need to be quarantined to ensure proper drying of the centerboard and centerboard box.
3. Interior Inspection: Sailboats and houseboats are complex watercraft because they have multiple interior compartments, large bilges, and multiple through hull fittings. However, many sailboats and other complex watercraft like houseboats are "closed systems" meaning outside water is not used to support the internal system. Closed systems may include head (toilet), galley (kitchen), etc. If the watercraft has a closed system, inspectors should focus on areas of the watercraft that need to use or store lake water. On a sailboat, these internal compartments or systems may include the raw water system, motor, and bilge. In addition the through hull fittings that transport lake water to the system need to be identified and drained. If the sailboat is an open system, inspectors should determine all areas of the watercraft that come in contact with lake water, including all through hull fittings, pumps, compartments, etc. If the watercraft needs to be decontaminated, the entire system will need to be flushed. If the watercraft requires decontamination, sailboats and houseboats with open systems may need to be quarantined to ensure proper drying as many areas may be difficult or impossible to decontaminate.
4. Inspectors should be aware of sailboats with water ballast keels. These types of keels are common on trailered sailboats. Water ballast keels pump water into a holding tank to help stabilize the watercraft. When trailering, the water is drained so 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 an inspection something like this would indicate water ballast.

Diagram of **non-motorized** watercraft detailing areas to check during watercraft inspection.
Photo modified from American Boating Education, LLC



Special Considerations when inspecting a non-motorized watercraft:

Remember decal requirements and inspection requirements 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 the inflatable is deflated, open the storage bag 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 all areas for standing water.

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DRAIN
DRY

Appendix B: Glossary of Terms

Aft – a direction towards the back of the boat.

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

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

Bilge – bottom, inside of the hull.

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

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

Bow – front of the boat.

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

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

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

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

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

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

Forward – a direction toward the bow.

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

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

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

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

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

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

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

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

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

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

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

Keel – bottom most center of the hull.

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

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

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

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

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

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

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

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

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

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

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

Rudder – a device that assists in steering.

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

Stern – back of the boat.

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

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

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

Transom – vertical surface area of the stern.

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

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

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

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

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

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

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

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Appendix C: Watercraft Inspection and Decontamination Certification Guidelines
Revised 2023

Course Outline

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

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

Instructors

Course instructors must be approved by the WGFD as a Trainer. Trainers are authorized to provide 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 not 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 D 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 E WGFD 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

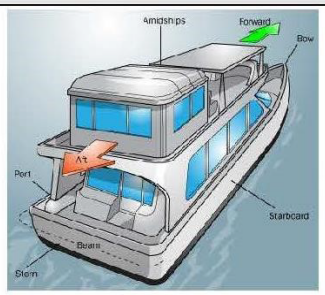
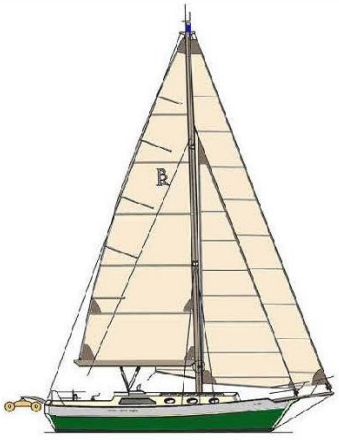
Dated: September 14, 2022

Appendix F: 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.

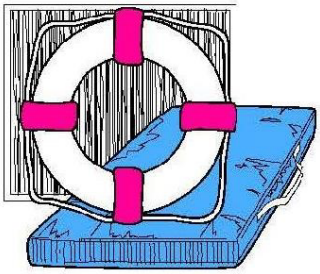
Watercraft Type	Images	Decal Requirement
Motorized: house boats, cabin cruisers (large and complex watercraft).	  ©2008 John Fuller; howstuffworks.com (left photo); ©Bruce Roberts, bruceroberts.com (right photo)	Required
Sailboats (motorized or non-motorized).	  ©Bruce Roberst, "Roberts CS 34", bruceroberts.com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

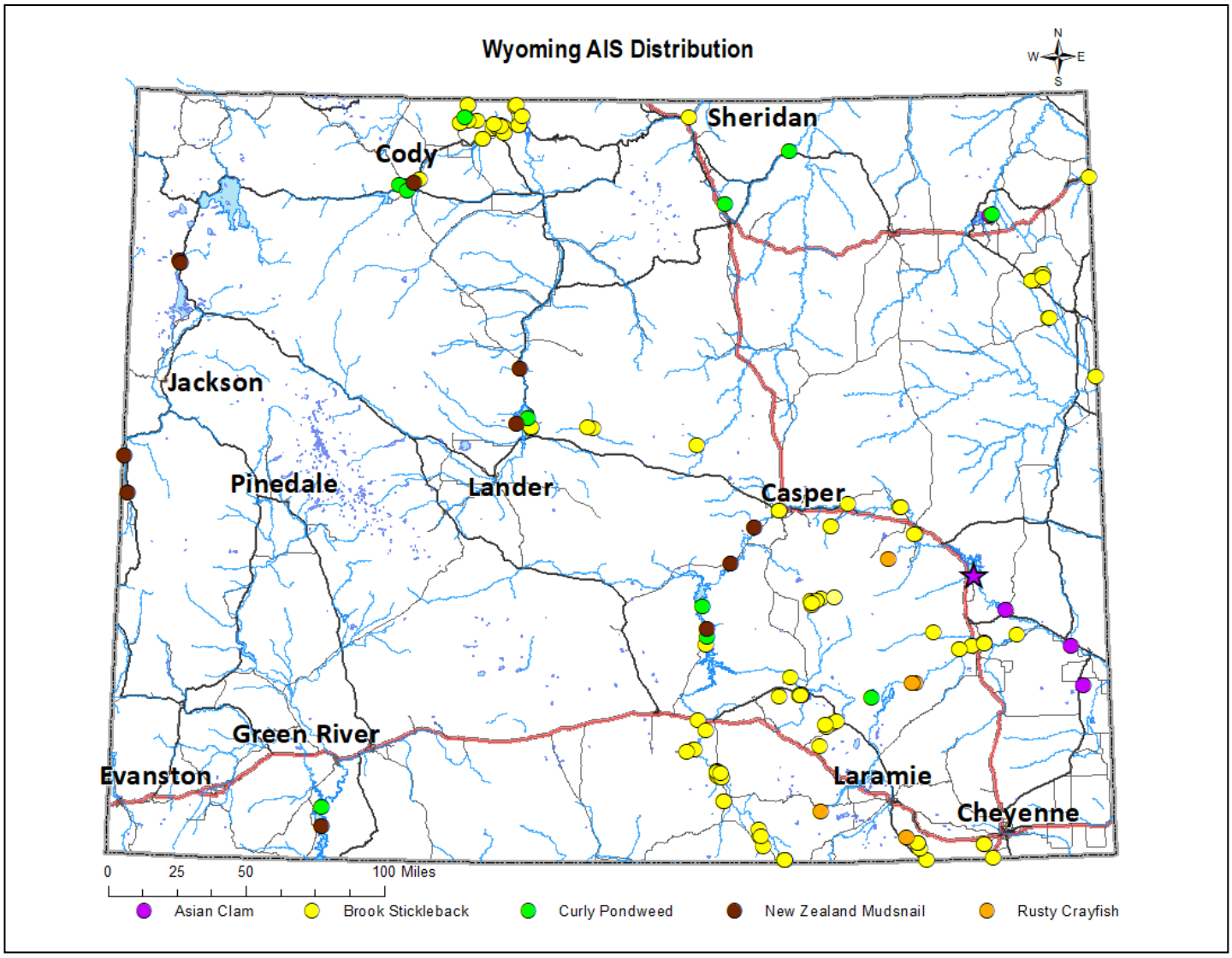
Watercraft Type	Images	Decal Requirement
Motorized Inflatable watercraft: including inflatable zodiac, inflatable personal watercraft.	 © Cosas de Barcos (top photo); ©Stock2retail.co.uk (bottom left photo); ©2012 Shawn Alladio (bottom right photo)	Required
Non-Motorized Inflatable watercraft **over 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. Still require an inspection
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 are different. Still require an inspection

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 G: 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 Stickelback: 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 H: List of location codes for use in completing inspection forms.

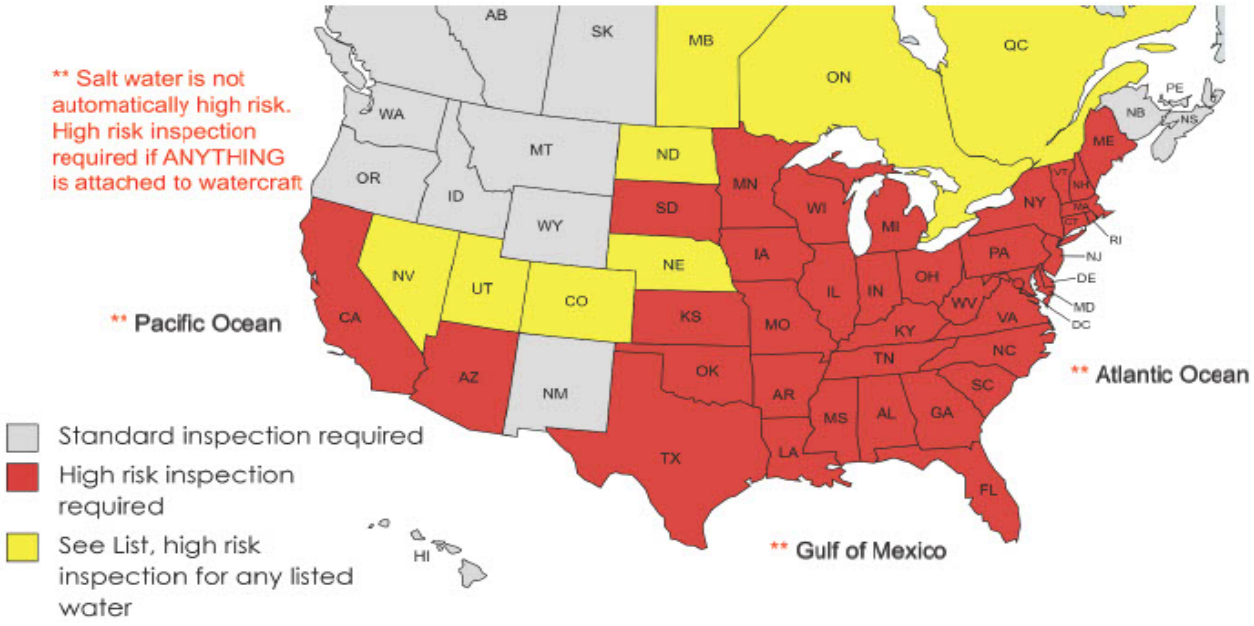
LOCATION NAME	COD
Border Locations	
Alpine Port of Entry	ALP
Anvil Draw Road	AVD
Beulah Visitor Center	BVC
Cheyenne I-25 Welcome Center	C25
Cheyenne I-80 Port of Entry	C80
Evanston HWY 89	E89
Evanston HWY 150	E15
Evanston I-80 Port of Entry	E80
Frannie Port of Entry	FRN
Kemmerer Ranger Station	KRS
Laramie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

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

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

Appendix I

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 Winnepeg (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 J: 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:	307-473-3414	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:	307-749-1759
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:	307-749-1759
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