Watercraft Inspector Handbook

2024 Edition

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Wisconsin Lakes Partnership

Acknowledgments:

The *Watercraft Inspector Handbook* is a guide for people who are passionate about our waters and who have a vision for future generations. The Clean Boats, Clean Waters program is sponsored by the Wisconsin Department of Natural Resources and promoted by Extension Lakes.

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Welcome to the Clean Boats, Clean Waters Watercraft Inspection Program!

Aquatic invasive species have long been recognized as a serious threat. According to a 2021 study, the global cost of aquatic invasive species conservatively came to $345 billion, with the largest costs being reported in North America and Asia, primarily as a result of resource damages. In the United States, there are currently more than 250 non-native aquatic species from other continents and more than 450 non-native species that are from North America but have been moved outside their native ranges. In Wisconsin alone, state agency spending on invasive species totaled approximately $5.1 million in fiscal year 2019. This funding was supplemented by additional investments made by nonprofits, local units of government, and by volunteers who donated their time. These facts make folks a little nervous about the future of Wisconsin inland waterbodies. However, the challenges posed by aquatic invasive species are manageable if the investment and the commitment to make a difference are there.

Wisconsin's 15,081 lakes are fortunate to have community members who monitor water clarity, water chemistry, aquatic plants, and invasive plants. Since 1986, these folks have functioned as the "eyes" of aquatic biologists. With the arrival of aquatic invasive species, now more than ever assistance is needed to help preserve and protect Wisconsin's waterbodies. The Clean Boats, Clean Waters program is an opportunity for people to help stop the spread of invasive species across the state.

Through Clean Boats, Clean Waters, inspectors are trained to organize and conduct a watercraft inspection and education program in their community. This program originated in northern Wisconsin as a middle school project. The Milfoil Masters program alerted adults and youth that members of the public can make a difference in helping prevent the spread of invasive species.

To continue statewide efforts, the **Clean Boats, Clean Waters Watercraft Inspection Program** was created in the fall of 2003. The mission of this program is to promote water resource stewardship by actively involving individuals in preventing the spread of aquatic invasive species. To accomplish this goal, the program sponsors statewide training workshops and has developed resource handbooks, tool kits, and educational information; a statewide coordinator supports inspection efforts.

Wisconsin realizes that passionate people are the keys to reaching hundreds of recreationalists visiting the state. Inspectors who instruct boaters and anglers on how to perform watercraft inspections are helping to prevent and contain the spread of aquatic invasive species and maintain Wisconsin's valuable water resources.

Thank you for taking the time to learn, act, and protect Wisconsin's waters from invasive species! The rewards of these efforts will be appreciated by many generations to come.

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Section 1:
What is the program all about?

Wisconsin's Aquatic Invasive Species Management Plan

July 2018

Wisconsin's aquatic ecosystems are experiencing significant negative effects from aquatic invasive species (AIS) that are already present, and the state's waters are contin-ually threatened by new invasions. The introduction of AIS into the Great Lakes and inland state waters is a source of biological pollution that has significant negative effects on natural resources, human health, recreational opportunities and other ecosystem services throughout the state and region. AIS may compete with native species for food and habitat and can directly and indirectly harm or displace native species, degrade habitat and alter food webs and energy flow. AIS can also have significant economic effects on waterfront property values, tourism, utilities and other industries.

AIS enter and disperse in Wisconsin waters through various human-assisted pathways, including maritime commerce, recreational activities, non-recreational fishing and aqua-culture, canals and diversions, the trade of live organisms and tourism and development activities. Actions taken to date to prevent the introduction of new AIS include regulatory and voluntary efforts and educational programs to increase awareness and compliance with AIS prevention practices. Monitoring, surveillance, management and control efforts by a variety of partners have contained the spread and reduced negative impacts of AIS already in Wisconsin. However, much work remains to protect Wisconsin's waters from new introductions and to contain and control existing AIS populations so that valuable ecosystem services are retained.

Wisconsin has had an AIS management program since 2001 and drafted its first statewide AIS management plan in 2003. Since then, new invasive species have been found in Wisconsin, new technologies and methods have been developed to manage invasions and new regulatory programs have provided additional resources to the Wisconsin Department of Natural Resources (WDNR) and its partners to aid in AIS management. These changes have necessitated a revision of the current Wisconsin AIS Management Plan, which began in 2014 and ended in 2018.

This plan retains three main goals:

GOAL 1: <u>Prevent</u> the introduction of new AIS into Wisconsin.

GOAL 2: <u>Contain</u> the spread of AIS in Wisconsin.

GOAL 3: <u>Control</u> existing populations of AIS to minimize harmful impacts.

One important difference in the new plan, however, is that it implements an approach that organizes strategies and actions by invasion pathway. This new approach will maintain the plan's relevance even as specific AIS threats change and will allow for effective action across a number of different species.

Wisconsin's continued success at AIS prevention, containment and control requires the establishment of priorities. The broad spectrum of challenges and limited resources requires that Wisconsin take a strategic approach and establish priorities to guide its AIS actions. A set of overarching priorities, as well as priorities that correspond to the plan's three goals, has been developed and is discussed below. Some priorities are continuations from the previous plan while others are new to the updated plan.

Overarching Priorities – *Prevent, Contain, Control*

◆ Develop communication tools and strategies that promote sustainable behaviors among the state's water users

◆ Implement the AIS program through strong partnerships

◆ Maintain or increase funding levels and staffing

◆ Strive to find opportunities to strengthen interstate partnerships for consistent messaging and program implementation

Pathway Priorities – *Prevent, Contain*

◆ Expand recreational water user outreach beyond summer recreational boaters to waterfowl hunters, trappers, wading anglers, etc.

◆ Increase efforts to address organism in trade (OIT) invasion pathways by expanding outreach to industry and consumers and by developing collaborative solutions to prevent pet release and water garden disposal introductions

Management Priorities – *Contain, Control*

◆ Expand capacity within local organizations for citizen-based monitoring

◆ Use targeted, random and convenience approaches to AIS monitoring

◆ Work with other state and local organizations to implement the state's Rapid Response Protocol to ensure consistent responses to new invasions

Control Priorities – *Control*

◆ Continue to refine existing AIS control technologies to make them more effective and/or to reduce non-target impacts

◆ Support research to develop new AIS control technologies

◆ Promote the use of Integrated Pest Management (IPM) principles in all management plans and efforts

Photo provided by Amy Kowalski

GOALS

GOAL 1:

Prevent the introduction of new aquatic invasive species into Wisconsin

In addition to the impacts listed in the introduction, the response to new invasions is itself costly. Once AIS are present in an environment, the impacts are at best technically challenging and often impossible to reverse, resulting in ongoing management costs (e.g., $4 million of state AIS program funding). Although at least 182 nonnative aquatic species already have been introduced into the Great Lakes ecosystem, new introductions are still highly likely (NOAA 2011). Thirty-seven species classified as invasive are currently present in Wisconsin. Given limited resources and the extreme difficulty of eliminating established AIS, the prevention of new introductions is critical. The unpredictable and unanticipated nature of effects from AIS and their long-term costs highlight the importance of prevention as a top priority for AIS management.

GOAL 2:

Contain the spread of aquatic invasive species in Wisconsin

While natural dispersal and range expansion exist, nearly every problematic biological invasion has been human mediated, meaning that human behavior was responsible for the initial introduction of a species to a new habitat. Since human behavior can change and actions can be taken to reduce or eliminate risk of invasions resulting from that activity, almost every invasion is theoretically preventable. Wisconsin will work with federal partners and neighboring states to prevent new invasions into the state. Movement of AIS within Wisconsin is something over which the state has more direct control and will work to stop.

Recreational activities, primarily boating, are the most common secondary invasion pathway in Wisconsin, but the other invasion pathways described in this management plan also contribute to the secondary spread of AIS in Wisconsin. Decreasing the risk of AIS transport through these pathways is the best way to keep Wisconsin's waters free from any one AIS.

GOAL 3:

Control existing populations of AIS to minimize harmful impacts

Once an AIS is established in Wisconsin, it is difficult, if not impossible or cost prohibitive, to eliminate it from the state. While eradication efforts in most cases are unfeasible, tools exist to manage existing populations of AIS to reduce impacts. When used appropriately and within the context of an AIS management plan, these tools can protect ecosystems and reduce societal impact. Control activities not only benefit the waterbody where they occur but can also contain the spread of AIS to other waterbodies. New control options (e.g., Zequanox, microparticle control) combined with a better understanding of existing options (e.g., hand pulling, 2,4-D) will make management of problematic populations more effective.

If you'd like to read more about Wisconsin's AIS Management Plan, the complete updated plan can be viewed here:

https://publications.aqua.wisc.edu/product/wisconsin-aquatic-invasive-species-management-plan/.

The Aquatic Invasive Species Volunteer Program Vision

Wisconsin's Aquatic Invasive Species Volunteer Programs promote water resource stewardship by actively involving individuals in preventing the spread of aquatic invasive species that can harm Wisconsin's ecosystems, economy, and recreational opportunities.

Community involvement in watercraft inspections and monitoring for invasives increases public awareness about the potential impacts of aquatic invasive species. Program participants serve to inform and educate the public about how people can help prevent the spread of invasives by inspecting their watercraft and removing aquatic plants and animals from their boats and equipment before leaving an access site.

To accomplish these objectives, the programs support:

💧 Watercraft inspections for aquatic invasive species.

💧 Communication with the public about the laws and issues surrounding the existence, spread, and effects of invasives to Wisconsin's waters.

💧 Distribution of educational resources and publications.

💧 Collection of data to evaluate the potential spread of invasive species, public awareness of invasive species issues and the effectiveness of the invasive species program.

💧 Response to technical inquiries from the public concerning invasive species.

Section 2:

What do watercraft inspections involve?

Getting Started

Recreational boating is a significant corridor for the spread of invasive species between water bodies in Wisconsin. This pathway is a concern because of the more than 600,000 registered boaters moving around Wisconsin's 15,081 lakes. Inspecting watercraft for invasive species offers a frontline defense at the lake landing to prevent further destruction of lake ecosystems. Watercraft inspections are designed to increase public awareness about invasive species and to assist boaters in taking preventive steps to avoid further spreading of critters.
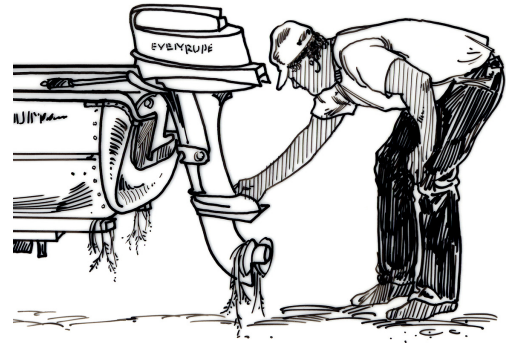
Attending a Clean Boats, Clean Waters training provides you with all the tools you need to start a watercraft inspection program in your community. Developing an effective program requires patience, time, and an eye for organizing a working schedule. A group that consists of a inspection cooordinator and a committee of several people is the best way to distribute the tasks equally and prevent volunteer burnout. When planning a watercraft program, consider the five Ws: Whom, What, When, Where, and Why.

WHOM will you recruit for the watercraft inspection team?

Volunteers, both adults and youth, can be recruited through your lake association newsletter, local schools, 4-H, or Boy and Girl Scout groups. Many service organizations are looking for community involvement opportunities. We recommend at least two people at the landing. Ideally, an adult should work with a youth volunteer. Boaters are very cooperative when a young person is giving the message: "Clean Boats, Clean Waters, please."

WHAT are the duties of a watercraft inspector?

Before you build a watercraft inspection team, decide what skills and tasks volunteers need for an effective interaction with the public at the boat landings. Generally, inspectors perform three duties: verbally share educational materials and information about aquatic invasive species and how they're spread, visually check boats and recreational equipment for any hitchhiking plants or animals, and demonstrate how to clean recreational equipment and what prevention steps boaters need to take every time they leave the water.

Additional duties, such as recording data on the Watercraft Inspection Report Form (see Section 3), assist us in collecting information about the recreational use of the lake, traveling patterns of boaters, and whether the boaters are performing the prevention steps. Inspectors should also be ready to collect, accurately label, and store any suspect plant or animal that is attached to any recreational equipment.

Here are some specific skills to consider:

- **Congenial**: able to meet new people courteously at the landings.
- **Communicative**: effectively educate the public on invasive species.
- **Flexible**: be willing to work weekends and holiday hours.
- **Informed**: understand the harmful impacts of aquatic invasive species.
- **Physically able**: able to inspect watercraft and trailers for invasive species.

- **Accurate**: document verbal surveys, record, and submit any suspect invasive species specimens to local/regional DNR service station.
- **Computer knowledgeable**: able to submit watercraft inspection data to DNR Web site at https://apps.dnr.wi.gov/swims.

To identify the watercraft inspection team at the boat landing, all inspectors should have their own royal blue Clean Boats, Clean Waters T-shirt. Inspectors need to wear this T-shirt to signify that they are working for a specific program, "Clean Boats, Clean Waters," and not harassing boaters at the landings. Two T-shirts are included in each of the resource kits and more may be purchased by visiting the Extension Lakes website. As an added bonus, Clean Boats, Clean Waters logo stickers are included in the resource kit to use when the weather is inclement and short-sleeve T-shirts just won't work. Just peel off the protective backing on the logo, and place the sticker on your sweatshirt or coat. No matter what the weather, boaters will be able to identify the watercraft inspection team at a glance.

WHEN is the best time to inspect at the boat landing?

When recruiting volunteers, be specific about the amount of time you want them to work. For example, a volunteer is more likely to agree to a three-hour shift once or twice a month rather than an open invitation to volunteer all summer on the weekends and holidays. Volunteers will more readily step up if they know the expectations and how much time is realistically needed.

To get the most "bang for your buck," become acquainted with the activity on your lake and when the lake is the busiest. Are the weekends a flurry of activity from Friday night at 4 p.m. until 8 p.m. Sunday? Or is Saturday morning from 6 a.m. until 10 a.m. the active time at the landings? Usually, holiday weekends during the summer are the busiest times at the landings. Anglers

Photo provided by Stephanie Boismenue

are usually up and on the lake by dawn and always out on opening day of fishing season. Recreational boaters usually use the lake in the afternoon, and sunny, warm days draw lots of people to the lake! Do not forget about fishing tournaments and special lake events that draw many boats at the landings. Remember, the boat landing is the first place an aquatic invasive species takes hold.

WHERE will the watercraft inspection process take place?

It is a good idea to find out who owns the boat landing before you begin to schedule work shifts for your inspectors. The landing may be owned and maintained by one of several entities: the federal government, state, township, lake association, or a private individual. To check ownership, you might need to contact several organizations, such as the Wisconsin Department of Natural Resources, county zoning offices, town halls, or local businesses. Knowing ownership will be helpful if you are thinking about installing signage, waste disposal containers, or boat washing facilities (see Section 4).

If you have limited inspection resources and many public and private landings, determine which landings receive the most boat traffic. Think about which landing is most likely to be the first place a hitchhiking invasive will appear.

WHY is this inspection program necessary?

Be prepared to answer this question. Often lake owners are frustrated with the public trust doctrine that mandates public use of all waters in Wisconsin. Lake owners feel it is unfair that they bare the brunt of the cost of managing an aquatic invasive species. The Wisconsin Department of Natural Resources is allocating some money toward the management of invasive species, but not nearly enough for 15, 081 lakes. Therefore, any proactive steps in preventing the introduction and spread of invasive species are more cost-effective than waiting for them to arrive.

Preventing aquatic invasive species is a better management option than the expensive alternative. For example, treating Eurasian water-milfoil infestations with chemicals on average costs around $300 to $500 per acre. Eurasian water-milfoil can grow two inches per day and can fragment into hundreds of new plants within hours, so it would not take long for Eurasian water-milfoil to cover hundreds of acres. If this fact does not impress you, contact members of a lake organization struggling with an invasive species. They would be happy to discuss the tremendous impact that one invasive species caused in their community. Remember, prevention is worth a pound of cure.

Online Resources

There are tons of useful online resources available to aid you in your aquatic invasive species (AIS) outreach efforts! Many of these resources are available on either the UW-Extension Lakes website or the WI Department of Natural Resources (DNR) website.

UW-Extension Lakes: https://www.uwsp.edu/cnr/uwexlakes

DNR Invasive Species: https://dnr.wi.gov/topic/invasives

AIS Publications

Many AIS-specific resource materials (such as brochures, stickers, etc.) are available to assist you in your outreach efforts. A list of the publications currently available can be found at https://widnr.widen.net/view/pdf/a2bvcnrfo3/AIS_ProductSheet.pdf.

These free publications can be ordered by e-mailing DNRAISinfo@wisconsin.gov.

AIS Contacts

We have numerous AIS staff available to assist you – with general questions, trainings, grant applications, and more! You can search our online database of AIS contacts by their location in the state or by their role/specialty.

AIS Contact List: https://apps.dnr.wi.gov/lakes/invasives/topics.aspx

AIS Distribution Information

Find out what lakes and rivers have AIS in your area! You can view lists of AIS waters by county, region, or Great Lakes basin, or see a statewide list.

View Distribution Info by Waterbody: https://apps.dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx

You can also search by species, selecting a specific aquatic invasive and viewing all of the waterbodies in which it is present.

View Distribution Info by Species: https://apps.dnr.wi.gov/lakes/invasives/BySpecies.aspx

AIS Control Grants

Grant funding is available for AIS projects conducted on any waters of the state. They can be used for education, prevention, planning, early detection, rapid response, and established invasives control projects. Check out the DNR's AIS Grants webpage for more information and details on eligibility, the application process, and more.

AIS Grants: https://dnr.wisconsin.gov/aid/SurfaceWater.html

CBCW Supplies & More!

For all things CBCW, visit the UWEX-Lakes CBCW website. You can check out the CBCW supplies and ordering info, view the current workshop schedule, download the CBCW Handbook, and more.

Go to **UW-Extension Lakes**: https://www.uwsp.edu/cnr/uwexlakes and click the CBCW logo.

Liability

Watercraft inspections are Wisconsin's main aquatic invasive species containment and prevention tool! More and more lake communities are organizing watercraft inspection teams for youth and adults interested in preventing the spread of aquatic invasive species. Inspection teams that perform watercraft inspections at boat landings can often find themselves in the midst of heavy boat launching activity.

So, can there be liability risks associated with sponsoring a watercraft inspections program?

The answer is yes. The purpose of this information is to summarize some of the basic issues that lake associations, lake districts, and individuals should keep in mind when deciding to sponsor a watercraft inspection program. This information addresses the issues associated with accident liability. When hiring employees, lake groups need to adhere to Department of Workforce Development rules and regulations. *The following is not meant to be a substitute for legal advice; organizations should seek assistance from an attorney for answers to specific questions.*

Liability Risks for Organization and Individuals

A number of parties may be held responsible for an accident occurring on the boat landing. The **individual** who may be most directly connected to the incident may be held responsible as well as the **lake association**, **lake district,** and **any other entity** that may be hosting the event.

Liability Risks of Organizations:

- **Nonprofit corporations organized under chapter 181** may be held liable if an accident occurs. However, incorporation insulates the individual members' assets from liability in the event of a lawsuit. Only the assets of the corporation, not those of individual members, will become available to satisfy a court judgment.

- **Nonprofit associations not organized under chapter 181** may also take advantage of a law passed in 1997 that insulates the assets of individual members from being used to satisfy a judgment against the association (Chapter 184, Wis. Stats.). According to the law, a nonprofit association is an entity with three or more members that mutually agree to pursue a nonprofit purpose. A "member" under the law is an individual who may take part in the selection of persons to manage the operation of the association. According to state law, in the case of an unincorporated association with three or more "members," only the assets of the association will be used to satisfy a judgment.

- **Public inland lake and rehabilitation districts** organized under chapter 33 of the state statutes may also be subject to a lawsuit. A judgment against a lake district cannot exceed $50,000 (§ 893.80 Wis. Stats.), but any judgment against a lake district must be added to the next tax levy.

- **Workers' compensation** laws come into play when an employee of a lake association or a lake district commissioner is injured while performing the duties of his or her position. If a lake association has three

or more paid employees and pays in any one-calendar quarter compensation in excess of $500.00, the association or employer may be required to pay the medical bills incurred for an injury that occurred while the person was on the job (Chapter 102, Wis. Stats.). If the association relies on volunteers, these laws may be avoided. A lake management district may be held responsible for a job-related injury of an elected commissioner regardless of whether or not compensation is received.

Liability Risks for Individuals:

- **If lake district officers, board members,** or **employees** are held personally responsible for an injury while acting within the scope of their duties as officers, board members, and employees, the lake district must pay the cost of any judgment rendered against them (§§ 895.46 Wis. Stats).- Incorporated lake associations must

indemnify directors or officers in most cases (§181.0872 Wis. Stats.)

- **Individuals who provide services** to nonprofit corporations organized under chapter 181 for free, in other words volunteers, cannot be sued in most cases. However, volunteers who operate a motor vehicle or other vehicle that requires a license or operator's permit may be held personally liable should an accident occur (§181.0670 Wis. Stats.)

- **Federal law also protects volunteers of nonprofit corporations, associations, and governmental entities from liability** provided no compensation, aside from reimbursement for expenses, is received.–This law, however, does not protect individuals who are operating a motorized vehicle or vessel that requires an operator's license or permit (42 U.S.C. § 14501, Volunteers Protection Act of 1997).

Insurance

All insurance policies are different. The following points are intended to cover the most basic issues:

- Lake districts and incorporated and unincorporated associations can purchase insurance to protect against the risk of personal injury. Workers' compensation insurance is available to lake groups and is in most cases required.

- Homeowner and automobile policies typically protect the owner of the policy against accidents that occur when the individual is acting as a volunteer. Coverage, however, is often not provided when the individual is an employee or employer or when an admission or rental fee is charged. Any volunteer who is operating a boat should be required to have homeowner's, automobile, or boat insurance. The policy should be checked to make sure volunteer work is covered.

Prepared by Tamara A. Dudiak, University of Wisconsin Extension-Lakes

For additional discussion on liability issues for lake organizations, see *People of the Lakes*, Chapter 7: https://www3.uwsp.edu/cnr-ap/UWEXLakes/Documents/organizations/Lake%20Districts/Lake_Org_Guide2018.pdf.

Materials to Have When Working at a Boat Landing

Not all your materials need to be taken to the boat landings. It's better to sort through the materials and decide what educational information is best suited for your area. The Clean Boats, Clean Waters program provides a tote bag in which to store all the educational materials in the resource kit. We recommend at least one resource kit for every landing you are monitoring. By using multiple resource kits, each inspection team can have all the materials they need at hand.

A key brochure to distribute to all boaters is Help Stop Aquatic Hitchhikers (WT-801). This brochure not only has pictures of the different aquatic invasive species, but also describes the prevention steps that boaters need to take every time they leave the water. In addition, the brochure describes Wisconsin's illegal-to-launch law and the penalties that can occur if an invasive species is not removed before the boat is launched. This brochure is a good reminder to all boaters, whether or not they have talked with a watercraft inspector.

When talking with anglers or when questions regarding Wisconsin's live bait laws come up, the Fishing with Bait brochure and the Minnow Use Reminder sticker are excellent to have on hand. These two publications clearly outline Wisconsin's rules on the use of live bait and are excellent resources to share with folks who are confused by the detailed regulations.

Select other materials to take to the boat launch based on which aquatic invasive is most threatening in your area. Perhaps Eurasian water-milfoil is really a pressing issue for your lake; then it makes sense to give boaters an EWM/NWM identification card in addition to the Stop Aquatic Hitchhikers brochure. Resist the temptation to give the boater one of every card in the resource kit because boaters will often discard them. It's best to start by handing out a little bit of information and have additional brochures available if the boaters want to learn more about a particular invasive species.

Boat landings can be very busy during the summer, and you may need more materials before the end of boating season. It's easy to order more of these free publications! The Aquatic Invasive Species Publication List and instructions on how to order more materials are available online. Refer to your AIS Online Resources handout or visit the CBCW Resources webpage on the CBCW website.

Additional boat launch items to consider:

- Clipboard and pencil
- Copy of the boat landing script (see Section 2)
- Watercraft Inspection Report Form and Watercraft Inspection Prompts Handout (see Section 3)
- Listing of lakes with AIS presence in your area
- Wisconsin map
- Stop Aquatic Hitchhikers brochures and stickers
- WI Anglers: Minnow Use Reminder stickers
- Fishing with Bait brochures
- Other selected (free!)AIS publications
- Cell phone and local contact phone numbers for emergencies
- Plastic bags, permanent marker, and cooler to collect and store any suspect specimens

Watercraft Inspection Tips

Use the following DO and DON'T lists to prepare your boat landing message.

The DO List

✓ Wear the Clean Boats, Clean Waters T-shirt to promote the message. This message gives credibility to the program and to the efforts that inspectors are making across the state.

✓ Always introduce yourself and mention the organization you are working for and why you are at the landing.

✓ Try to approach boat owners before they are on the ramp.

✓ Always ask if the boater would mind answering a few questions.

✓ Be polite and courteous to all boaters you encounter.

✓ Listen to a boater's concerns. Remember that you are encouraging boaters to take an interest in invasive species.

✓ Make sure boaters know that they can make a difference!

The DON'T List

✗ Don't begin asking questions immediately upon approaching boaters, because as they might be confused about who you are and why they should give you their time.

✗ Avoid delaying boaters too much or causing a backup.

✗ Never preach to a boater; your mission is to educate, not alienate.

✗ Do not emphasize the idea that fines are involved, because this approach can make people hostile or defensive.

✗ If the boater is reluctant to cooperate, hand out educational material and record whatever information you can.

An effective watercraft inspection team is prepared to raise boater awareness and to encourage and demonstrate the necessary steps to avoid spreading invasive species. On very rare occasions, you may be uncomfortable about a situation or person. Always back away from a potentially dangerous or violent situation. Never encourage confrontation, no matter how strongly you might feel about the subject. **Remember, you are not enforcers of rules and should never jeopardize your own safety**. If you are suspicious of someone (for example, a loiterer or someone who is not intending to go boating), do not hesitate to leave the launch site. You are better to be safe than sorry. If you feel that a boat launch site is unsafe in any way, please notify the organization you are working for.

Boat Landing Message

Getting out and speaking to the public can be intimidating. New inspectors can feel a little anxious and nervous. This prepared script will help inspectors practice and role-play before their first boater shows up at the landing. Practicing with other folks will give them the confidence it takes to greet a boater. If new inspectors really want to watch a "pro," they just need to ask a few kids to get involved. Are kids intimidated? No way!

This prepared script is only one example of the many methods of addressing boaters at the landings and performing watercraft inspections. Each inspector should develop his or her own style and learn how to adapt in a variety of boat landing experiences. Try to approach boaters before they are on the ramp, and use the Watercraft Inspection Report form to record the information about the boater (see Section 3). At times you may have only 30 seconds to talk to the boater; other times, long lines at the landings may provide you with lots of time to talk. Remember, if the boater is not interested, just hand out educational material and record whatever information you can.

No matter what style you use to approach boaters, any watercraft inspection process should include these points:

1. Tell them who you are, whom you represent, and why you are there.

2. Ask if they have a short time to answer some questions.

3. Use the Watercraft Inspection Report form to assist you in your conversation and record boater responses.

4. Ask if they are familiar with the AIS prevention steps that are required by law, such as draining all water from boats, livewells, and equipment before leaving the landing. Briefly explain why these steps are important, using the Prompts to assist you. Be sure to share your local concerns and highlight what species are found in (or nearby) your area.

5. Ask if they will join you in an inspection of their boat and equipment.

6. Talk while inspecting, and point out watercraft checkpoints. If they do not want to assist you in the inspection, continue to talk about invasive species as you inspect.

7. Give your final message, the prevention steps:

    ◆ Inspect your boat, trailer and equipment and

    ◆ Remove any attached aquatic plants, animals, and mud.

    ◆ Drain all water from boats, vehicles, and equipment (including live wells and containers holding your catch).

    ◆ Never move live fish away from a waterbody.

8. Offer them the Stop Aquatic Hitchhikers brochure and sticker, along with any other educational materials pertinent to their questions or your lake.

9. Thank them for their time and cooperation!

Sample Script

As the boat approaches, write down the time of the boat inspection and if the boat is entering or leaving the water.

Introduce yourself:

Good Morning / Afternoon. I am from _____. We are working with state agencies and local groups to talk with boaters about invasive species and help them check their boats for Eurasian water-milfoil (EWM) and zebra mussels (ZM). We are trying to keep EWM/ZM and other harmful invasives from spreading from lake to lake. I have a few quick questions I would like to ask you, and then I would like to walk around your watercraft with you and point out a few places where these species can attach to boats and trailers.

Ask the questions and record on the Watercraft Inspection Report Form:

1. Have you been contacted by a watercraft inspector this season?

2. Are you willing to answer a few questions?

3. Was boat used during the past 5 days on a different waterbody?

   (If the answer is yes) Where?

Use conversational approach to <u>discuss the AIS prevention steps</u> **listed on the form with the boater,** <u>asking the follow-up questions</u> **to engage the boater. Use the educational prompts on the Prompts handout as needed to explain the importance of each step and discuss local AIS concerns.**

Wisconsin law requires boaters to take the following steps when leaving a boat landing:

<u>Steps 1 & 2</u>: **Inspect** boat, trailers, and equipment and **remove** any attached plants/animals.

Have you heard of this before? (see prompt)

<u>Step 3</u>: **Drain** all water from **boats**, vehicles, and equipment.

Do you have any questions? (see prompt)

<u>If angler, state the following steps</u>:

<u>Step 4</u>: **Drain** water from **livewells** and containers holding your catch.

This is a relatively new law. Were you aware that this is required? (see prompt)

Do you use live bait? (<u>If YES, share message below</u>.)

<u>Bait Message</u>: If live bait comes in contact with lake/river water, it can only be used on that same waterbody or discarded in trash. (bait=minnows/leeches/worms)

Do you have any questions on this law as it can be a little confusing? (If yes, see prompt and offer bait sticker/brochure.)

Perform a watercraft check:

If you would walk around your boat with me, I can show you some areas to look for invasive hitchhikers.

Make sure you talk aloud as you inspect; it helps reinforce the Clean, Boats, Clean Waters behavior. Talk to boaters about inspecting and cleaning their watercraft and about draining the water from their boat—such as the bilge, bait buckets and live wells—before they leave the access.

Vegetation can be found on motor boats, the motor/prop, anchors, bunks, rollers, the trailer axle, lights/wiring; for jet skis, it can be found in the intake grate and propeller; and for sailboats, it can be found in the centerboards. Check your anchor and anchor line to see if any plants are clinging to it. Since water is another way invasives are spread, livewells, motors, and equipment need to be drained.

Some aquatic invasives, such as zebra mussels, are also found on the motor/prop, on the sides and bottom of boat below the waterline, on the anchor, and clinging to vegetation. Always inspect the hull and sides of your boat for aquatic invasives; if it feels gritty or sandy, it may be that new zebra mussels are attached. An extra precaution that you can take to eliminate other aquatic invasives is to wash your boat with warm tap water or take your boat through a car wash or dry your boat and equipment in the sun for five days before entering another lake.

Leave boaters with a final message:
"Clean Boats = Clean Waters"

Please make it a habit to:

⬥ **Inspect** your boat, trailer and equipment and

⬥ **Remove** any attached aquatic plants, animals, and mud.

⬥ **Drain** all water from boats, vehicles, and equipment (including live wells and containers holding your catch).

⬥ Never move live fish away from a waterbody.

Offer boaters the Stop Aquatic Hitchhikers brochure and sticker, which can be placed on the side of the trailer winch post or hitch. Tell them that this sticker can serve as a reminder of the AIS prevention steps. Offer anglers the Wisconsin Anglers: Minnow Use Reminder sticker and Fishing with Bait brochure. Tell them that those two items describe Wisconsin's bait laws clearly, in case they have any questions.

Thank the boaters for their time and cooperation!

After you've contact the boater, record the number of people who heard your prevention message and indicate how confident you feel about the boater's understanding of the AIS prevention steps. This completes the Watercraft Inspection Report Form!

Potential Scenarios/Questions from Boaters

"Why are you out here wasting resources when the plant is going to come anyway?"

Even the most educated will ask this question. Just be prepared mentally for such viewpoints and think about why you are out here and what you will say in reply. Expect the unexpected. Here are some suggested responses:

Even if we cannot keep the plants out completely, we can prevent a lot of widespread damage. Prevention also gives us time to adopt new control methods as they are developed in the future. The longer we keep invasives out of a lake, the longer we put off the enormous costs of management and property devaluation.

"Aren't all plants bad anyway?"

It is important to clear up this misconception! This is what you can say:

Native plants are essential lifelines for an aquatic ecosystem, providing the basis for all life within. The problem lies with non-native, invasive plants that have no natural inhibitors and, therefore, outcompete native plants, lowering the water body's aquatic diversity.

"I don't have time for this... I know all about it already!"

This remark is fairly common. If the boaters do not wish to help you with the survey, you must respect their rights and let them be. In such a situation, the suggested action would be to offer them a brochure and wish them a nice day.

"Why did it take Wisconsin so long to do something, when milfoil has been a national problem for over a decade?"

There is no good answer to this question because it's a very good point. Here is how you can respond:

Traditionally, environmental problems become established before we do anything about them. In this case, we have learned from other states, and are trying to take action well before these plants spread to many of our sensitive environments. Instead of focusing on what could have been done, we should focus energies on the present and future.

"Why do I have to take these prevention steps when I only use my boat in one lake?"

This question gives you the opportunity to talk about the value of changing our behaviors and why it is important.

That's a great question! Although you always visit the same lake, it is still useful for you to take these prevention steps every time you boat. Repeating these steps helps the actions become a regular part of your boating behavior, so that if you do ever decide to take your boat to another lake, you will remember to take the prevention steps. Prevention is the key to stopping the spread of aquatic invasive species.

Watercraft Check Points

live well

transom well

hitch

WI 1234 AB

rollers

axle

lower unit/propeller
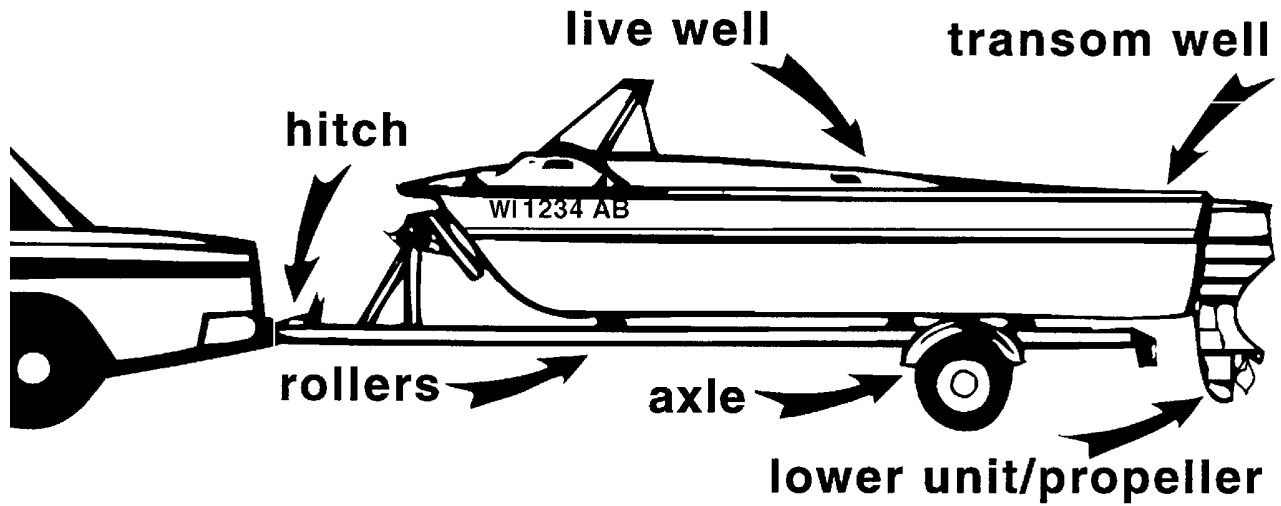
Trailer:

❑ Axle

❑ Bunks

❑ Frame

❑ License Plate

❑ Lights/wiring

❑ Rollers

❑ Spare Tire

❑ Wheels

❑ Winch Rope

Boat:

❑ Floor

❑ Hull

❑ Livewell

❑ Transom Well

Motor:

❑ Intake Pipe

❑ Prop

❑ Lower Unit

Boat Accessories:

❑ Anchor

❑ Bow Line

❑ Ladder

❑ Tow Rope

❑ Transducer

Other Accessories:

❑ Bait Bucket

❑ Fishing Line

❑ Landing Net

❑ Tackle

How to Handle Violations

With thousands of boaters traveling throughout the state and with many of those boaters jumping from lake to lake within one day, it is very realistic to expect someone to try to launch a weed-filled trailer at your landing. Since 2001, it has been illegal to launch a boat or trailer with aquatic plants or zebra mussels attached, and in 2009 it became illegal to transport aquatic vegetation or water from one place to another, in addition to other AIS laws (see Section 3 for more details). Not all folks know about Wisconsin's AIS laws. Even after a number of publications, news articles, and television programs concerning invasive species, not all boaters realize the importance of their action or lack of action in preventing the spread. Keep in mind that you should first try to educate the public.

If you choose to report launching violations, make sure you have done your homework. Contact your local DNR Conservation Warden and local law enforcement to let them know that you'll be doing inspections. Ask if they are willing to provide you with support in the case of a violation, what information is necessary for enforcement, and more importantly, ask whether the enforcement officer will be willing be act on a violation if he or she has not witnessed the event. Knowing these answers before the event will certainly predict a better outcome.

So what happens when a boater violates an AIS law? Several options can occur, from the least offensive reaction to the strongest objections to remove and comply with the law.

The soft touch: Boaters who are unaware of the AIS laws will probably put the boat in the water and think nothing about it. Unfortunately, this has been the practice for many years, which is one reason Wisconsin is struggling to control the spread of aquatic invasive species. However, you have an opportunity to educate that boater about the dangers of invasive plants and the prevention steps that boaters need to take each time they leave a body of water. With luck, boaters will listen to your message and remove aquatic plants and drain all water without any assistance.

An assertive approach: So what do you do if a boater doesn't get the point? Offer to assist the boater in checking and removing any aquatic plants. Always ask permission first before you touch any boat, trailer, or personal equipment. If the boater gives you permission, go ahead and help remove the plants and ask if you can keep a sample, especially if you suspect an invasive species. Let the boater know that you're just trying to prevent them from receiving a citation from any law enforcement or wardens that stop by, because the wardens are stepping up the number of citations they're issuing for AIS violations.

The strongest approach: And what if the boater refuses to remove the aquatic plants or drain water from their boat and equipment? At this time, you really stress the fact that it is illegal to not comply with the prevention steps that you're recommending, and you use the Violation Report form to record the basic information that a law enforcement officer requires in order to pursue the complaint. If you take a picture, it should include the boat registration number and attached plants. Usually, by this last

step, the boater complies, the plants come off the boat, and the lake remains safe from another invasive arrival.

If the boater chooses to launch after all your efforts, then you can report the facts to a law enforcement officer. The definition of "law enforcement officer" for purposes of section 30.715 (4), Wisconsin Statutes, is noted at section 30.50 (4s), Wisconsin Statutes, which reads:

30.50 (4s) "Law enforcement officer" has the meaning specified under s. 165.85 (2) (c) and includes a person appointed as a conservation warden by the department under s. 23.10 (1).

Section 165.85 (2) (c), Wisconsin Statutes, in turn defines "law enforcement officer" as any person employed by the state or any political subdivision of the state, for the purpose of detecting and preventing crime and enforcing laws or ordinances and who is authorized to make arrests for violations of the laws or ordinances that the person is employed to enforce.

The definition of "law enforcement officer" is obviously very broad and would clearly allow law enforcement officers of counties and municipalities throughout the state to enforce the AIS regulations and laws. Your best resource is your regional DNR Water Guard or local DNR Conservation Warden. Before you pursue any enforcement action, make contact with your local warden to know what information the warden expects from you. The warden will decide how to process the violation.

Department of Natural Resource Conservation Wardens are wonderful partners to the CBCW effort. Contacting your local Conservation Warden and letting them know when and where your group is conducting watercraft inspections is an important step.

Photo provided by WDNR

AIS Violation Report Form

Boat Landing/Location:_____

Date:_____   Time:_____ AM or PM

County:_____   Town/Village/City:_____

Vehicle License Number:_____ State Registered:_____

Boat Registration:_____ State Registered:_____

Car/Boat/Personal Watercraft Information -

Year:_____ Make:_____ Model:_____ Color:_____

Violator Information: Male   or   Female

    Name of Boat Operator:_____

    Hair:_____ Eyes:_____ Approx. Height/Weight:_____

    Other Description (clothing, etc.):_____

Photo Taken of Violation: Yes   or   No

Description of Violation/Comments:_____

_____

_____

_____

CBCW Inspector's Contact Information -

Name:_____ Phone Number:_____

Address:_____

❏ Please check box if law enforcement may contact you for more information about the violation. You will remain confidential in this case.

❏ Please check box if you do not want law enforcement to contact you for more information about the violation.

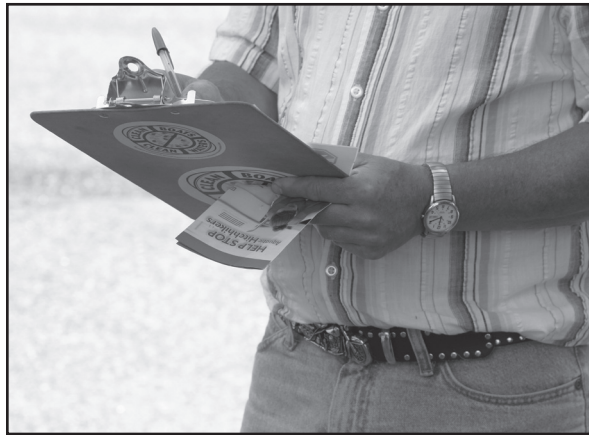| Local DNR Warden Contact Info:	To report the violation, contact your local DNR Warden OR call 1-800-TIP-WDNR	Local Law Enforcement Contact Info:
_____ _____		_____ _____

Section 3:

How do inspectors share their inspection data?

Collecting & Reporting Inspection Data

As a part of conducting watercraft inspections, data is collected by volunteer and paid Clean Boats, Clean Waters inspectors at boat landings and recorded on the Watercraft Inspection Report form. This form contains questions that help citizens and the state better understand boaters' knowledge and behaviors regarding aquatic invasive species. The data gathered at the boat landings is then entered into a large online database ,called the Surface Water Integrated Monitoring System or SWIMS, by watercraft inspectors.

There are **many advantages** to keeping records for the watercraft inspection program:

- With limited state resources, it makes sense for each inspection team to track their own data.

- Collecting data helps the inspection team discover traveling patterns of boaters who visit their lake.

- The data may be useful information if the local lake association or lake district applies for a DNR Lake Planning and Management Grant or an Aquatic Invasive Species Prevention and Control Grant.

- The data could also be useful for local ordinance reviews that pertain to the boat landing or waterbody use.

- **Most importantly**, by recording and sharing information on SWIMS online database, inspection teams will assist lake managers with invasive species prevention and control and will quantify the impacts that both paid and volunteer inspectors are having on invasive species. <u>Having this information helps justify the continued need to support the invasive species programs.</u>

Data collected at boat landings provides citizens and the state with valuable information.

Photo by Robert Korth

How to Use the Watercraft Inspection Report Form

Each day that you conduct watercraft inspections, you will be collecting data about boater behaviors and awareness on the Watercraft Inspection Report form. The forms are designed to be used at one boat landing for one day. Each day you inspect boats, you will use a new report form, and you may use multiple report forms if you visit more than one boat landing in a day. If you run out of room on the report form during your time at the landing that day, it's no problem - just start a new form and staple it to the other forms that you complete at that boat landing for that date. Below are a few guidelines to assist you in effectively collecting and recording the correct information on your form.

Preparing the Form for Inspections

To get your inspection form ready to enter data, fill in the top section with the who, what, when, and where information. This information can be typed into the form and printed out ahead of time or written on the form by hand.

- Inspector Name(s): Enter your name here. You may include the names of any other inspectors who are working with you at the boat landing on that day.

- Date: Enter the date you are conducting inspections. Remember, data forms can only be used for one day on one waterbody at one boat landing. If you go to another boat landing the same day, start using a new form.

- Start Time & End Time: Enter what time you are starting inspections and what time you will wrap-up inspections for the day.

- Total Hours Spent: Indicate whether you are volunteering your time or being paid to do inspections by entering the total number of hours you spend at the boat landings on either the "Volunteer" or "Paid" lines.

- Waterbody Name: Enter the name of the lake where you are conducting inspections.

- County: Enter the name of the county in which you are conducting inspections. Since many lakes have similar names, this helps us know the exact location.

- Landing Location Description: Enter the name of the boat landing where you are inspecting. If the landing has no name, describe your location on the lake as thoroughly as possible. Later when you're ready to enter your data into the online database, we can make sure the correct landing names are available for your waterbody.

Collecting Data During Inspections

Now you're ready to begin inspections. When you encounter a boater, you will introduce yourself and begin your conversation with them about AIS. The questions to ask them are outlined on the form as follows, and you will record their responses, in most cases by marking the appropriate boxes on the data form.

🌢 In the "Boat Was…" section, note if the boat or trailer was entering the water or leaving the water. On waters that have aquatic invasive species already present, inspections should take place as boaters and anglers are leaving the landing. Sharing information with them as they leave the water helps ensure the AIS are being contained in that waterbody and not being spread elsewhere. On waters free of AIS, inspectors have a choice of educating boaters when they're entering or leaving the water. Either time offers a good opportunity to share information.

🌢 The "Questions to Ask Boater" section includes three questions that you should talk about with the boater.

  • **Have you been contacted by an inspector this season?** Answers to this question help prevent you from sharing the same AIS prevention message with the same boaters over and over. We don't want to over-saturate the same boaters with the same message - this could frustrate them. This question also helps us to learn more about how many boaters and anglers we are reaching with inspections. It also tells you about the boater's potential awareness of AIS and boat inspections. Boaters who have never talked to an inspector before will often need more information than someone who has been inspected previously.

  • **Are you willing to answer a few questions?** If the answer is yes, continue on to the next question. If the answer is no, thank the boater for their time and tell them to have a nice day. Your conversation with them is complete.

  • **Was the boat used during the past five days on a different waterbody?** If the answer if yes, record the name (and county and state, if possible) of the last waterbody. This allows state and local groups to compile information on boater traveling patterns. If the answer is no or I don't know, please indicate that my marking the corresponding box.

🌢 You're now ready to <u>engage the boater in an educational conversation</u>, using the questions and prompts listed under the "Discuss Following Prevention Steps with Boater" section.

  • Following the steps listed on the form, share the prevention message step by step and ask the follow-up questions listed after each step with the boater. Use the prompts provided on the "AIS Prevention Steps Prompts" handout to assist you with localizing your message and answering any questions you receive.

- For all anglers, share the additional step and follow-up question regarding draining livewells. If the angler uses live bait, please share the bait message and follow-up question included on the form. This information can also be shared with boaters who have questions about bait laws.

◆ The last two questions on the form are observations and opinions to be recorded by the inspector. These are not questions that should be asked of the boater.

- The "Number of People Contacted" question refers to the number of people who heard your message. This can include any children who were listening while their parents prepared to launch their boats or individuals who were simply visiting the landing.

- The "I feel confident that boater understands the steps necessary to prevent the spread of AIS" question asks for your **opinion**. After talking with the boater about the prevention steps, indicate your level of confidence that the boater **understands** the prevention steps. This is not the same as whether of not you feel the boater will take the steps - just how confident you are that they received the AIS message.

Wrapping Up After Inspections

Once you've completed your inspections at that boat landing for the day, you may have one form or many forms full of the data that you've collected. Before you put the forms aside to enter later, be sure to do just a few quick things to make sure your data form is complete.

◆ Fill in any additional thoughts or comments you'd like to record in the "Comments" section at the bottom of the form, such as the weather conditions, if there were any unusual occurrences that day, or anything else you'd like to share.

◆ Data is collected and entered for each landing each day. If you have multiple data sheets, use the "Sheet___of___" spot to indicate how many total sheets you have for that day and number each sheet accordingly.

◆ Lastly, total each column on the datasheet and enter the total number in the last row titled **"Totals"**. To do this, count the number of checks or marks you have made in each column and record that number in the "Totals" row (the exception being the waterbody and county/state names as they cannot be totaled). Don't forget, data is collected and entered for each landing each day. So, if you have multiple datasheets, you'll count the column marks on all of the datasheets and have a grand total for each column that includes the data from all sheets.

Now you're ready to enter your data into the online database known as SWIMS (Surface Water Integrated Monitoring System). More information and instructions on how to enter data can be found in the following pages. **Best of luck in your watercraft inspection program, and remember to let boaters know that they're making a difference by following the prevention steps!**

Watercraft Inspection Report

State of Wisconsin
Department of Natural Resources
Wisconsin Lakes Partnership

Form 3200-120 (R 03/23)

Notice: Information is collected under s. 33.02, Wis. Stats. Personally identifiable information, including names of volunteers, will be broadly distributed in conjunction with lakes data.

Inspector Name(s)	Date	Start Time ○am ○pm	End Time ○am ○pm	Total Hours Spent:
				Paid: _____ Volunteer: _____

Waterbody Name	County	Landing Location

Questions to Ask Boater

Boat Was...		Have you been contacted by a watercraft inspector this season?	Are you willing to answer a few questions?	Was boat used during the past 5 days on a different waterbody?			If YES, where? Waterbody Name County / State
		Y N	Y N	Y	N	Don't know	
Entering	Leaving						

Discuss Following Prevention Steps with Boater

WI Law requires boaters to take the following steps when leaving a boat landing:

Steps 1 & 2: **Inspect** boat, trailers and equipment and **remove** any attached plants/animals.
» Have you heard of this before? (see prompt)

Step 3: **Drain** all water from **boats**, vehicles and equipment.
» Do you have any questions? (see prompt)

If angler, state following steps:

Step 4: **Drain** water from **livewells** and containers holding your catch.
» This is a relatively new law. Were you aware that this is required? (see prompt)

Do you use live bait? (If YES, share message below.)

Bait Message: If live bait comes in contact with lake/river water, it can only be used on that same waterbody or discarded in trash. (bait=minnows/leeches/worms)
» Do you have any questions on this law as it can be a little confusing? (If yes, see Prompt and offer bait sticker/brochure)

	Number of People Contacted

TOTALS: Enter the totals & waterbody information into SWIMS at https://apps.dnr.wi.gov/swims

Comments:

Sheet _____ of _____

Sharing Information

Everyone who attends a Clean Boats, Clean Waters training is entered into the watercraft inspector database. Each participant's name, address, and contact information is collected during the workshop and reported. This helps us keep track of the inspection efforts that are going on around the state.

Obtain a SWIMS User ID & Password

Ready to enter your inspection data? Watercraft inspectors must obtain a user ID and password before they can enter any information into the SWIMS online database. Here's how:

1. Go to: **https://on.wisconsin.gov**.

2. Click on the link labeled **"Self-Registration"**.

3. Scroll all the way down to the bottom of the page and click **"Accept"**.

4. Fill in your name and e-mail address. (Note: Only fields with a red asterik* next to them need to be filled out. Leave the postal address field blank. Addresses for inspectors are kept in a separate database.)

5. Choose a User ID, password, and a secret question (used in case you forget your account information.)

6. Click **"Submit"**. Now check your e-mail account. You should have an e-mail from "wisconsin.gov". Open the e-mail and **click on the link in the e-mail**. Log in with your new User ID and password.

7. You're almost done! **The final step is to e-mail your user ID to the SWIMS Help Team at** **DNRSWIMS@wisconsin.gov.** In the e-mail, be sure to **state that you are a part of Clean Boats, Clean Waters** and share:

   ✓ **where you are going to be inspecting** (i.e. Big Lake in Shawano County).

   ✓ what **lake group or organization** you're working with.

   ✓ whether your CBCW efforts are **grant-funded or volunteer**.

   Within a couple of business days, your User ID will be entered into the SWIMS database, and you will be sent an e-mail letting you know that you're all set up to enter data.

Common Questions/Issues & Tips:

⇨ *When I open the e-mail to click the link, the link doesn't work.* If the link in the e-mail wraps to the second line and if you click and don't get a log in page, try copying and pasting the part that wrapped around onto the end of the URL.

⇨ *I don't know what to put for the Secret Question.* The secret question should be something you can easily remember that doesn't change. You want to pick something where there aren't too many ways to type the answer. For example, name of first pet, color of first

car you owned. The secret question has nothing to do with your password, but if you forget your password, it's a way for the computer to tell that it's really you.

⇨ *I don't have an e-mail address.* If you don't have an email address, there are many places on the Web where you can get a free email account from Google, Hotmail (MSN), Yahoo!, etc.

⇨ *When I try to fill in my information (name, address, etc.), it doesn't accept it.* There is a bug with entering postal addresses, so leave the address blank. Also note: even if you don't fill in the address, addresses for inspectors are kept in a separate database system, so we will still have your address if you have already given it to us.

⇨ *I got a user id and password, but when I try to log into SWIMS, but it won't recognize me.* Be sure to e-mail your user ID to DNRSWIMS@wisconsin.gov. (see step 7)

Entering Your Data Into SWIMS

After you receive your user ID and password, you will be able to enter the information you have collected during the watercraft inspections. Online data entry involves entering the numbers in the "Totals" row located at the bottom of your report form. Here are step-by-step instructions on how to enter your inspection data into SWIMS:

1. Go to: **https://apps.dnr.wi.gov/swims** (this web address is also listed on the Watercraft Inspection Report form).

2. **Log in with your user ID and password.** Make sure to select the box labeled "External Users and Volunteers", then click "Log in". If you forget your password, just click on "Forgot Your Password?".


3. To enter data, select **"Submit Data"** at the top of the page. Then select the "Submit Data" link that's listed again under the "Monitoring Data" header. You've now reached the "Create Monitoring Data" form where you can begin entering your data. Ensure the correct project is listed by using the dropdown menu.

   ◆ You can view your active CBCW projects by clicking the "My Projects" link in the top left corner. Projects are specific to a grant and year (for groups that receive grants) or the lake being inspected (for those who are volunteers). If you do not have the correct

Clean Boats, Clean Waters

project(s) listed or if you are missing projects, please contact the Statewide CBCW Educator or email DNRSWIMS@wisconsin.gov.
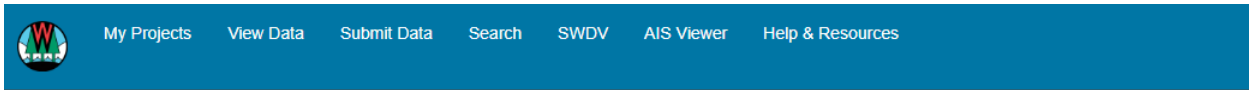
4. Then, **select the data collectors and station (boat landing)**. If there are additional data collectors (a.k.a. inspectors) that you'd like to add but they're not listed in the dropdown menu, send DNRSWIMS@wisconsin.gov a list of names, and the names will be added to your dropdown box. Alternatively, inspector names can be listed in the "Comments" field.

5. Select the Start date and Time (when you started working at the landing that day).

6. Under Form, ensure the **Watercraft Inspection Report (Revised 3/2023)** is selected.

7. Below, enter the **End Date and Time**. Any written observations from the data sheet can be entered in the **Fieldwork Comment** box (i.e. weather, landing traffic, wildlife).

8. **Click "Next" to begin filling in your totals in the Result column**. The data you enter will be in the Totals row found at the bottom of your report form.

9. When you've filled in the totals, **click "Next" and you can enter any waterbody names that boaters reportedly visited during the past five days**.

10. Then, **click "Save and Return" to save your data go to a page that shows the data you've entered** or "Save" to save your data and stay on that same data entry page.

Editing Existing Data

You can edit data you've entered during the current inspection season. Here's how:

1. Log into SWIMS at: <u>https://apps.dnr.wi.gov/swims</u>.

2. Click **"View Data"** listed at the top of the page. This will allow you to view all of the data you've entered into SWIMS. Click the **pencil icon** for the data entry you want to edit.

3. You can edit your entry on the first page if necessary and then click **"Next"**. You can now edit the totals entered and the names of lakes and rivers, if needed. Select **"Save and Return"** to save your changes, and you'll return to the list of data entries.

Common Question:

⇨ *What if the landing I need isn't listed? What if I'm not sure?* You can select a landing and click "Show Map" to see where it is located. Otherwise, contact the SWIMS Help Team at <u>DNRSWIMS@wisconsin.gov</u> to have a landing added or to suggest a better description for the landing.

If you need assistance with anything related to reporting your data, contact the SWIMS Help Team at <u>DNRSWIMS@wisconsin.gov</u>.

Project Details

After logging into SWIMS, you will see your "My Projects" page that lists all of the projects you are associated with. By selecting specific options in the Tasks section, you can view the project overview, summary graphs of the project data, etc. You can also access a variety of project details and resources in the Project Details section of the page. This includes information like a list of the landings associated with the project, a list of inspectors involved in the project, a link to Watercraft Inspection Report form, and more.

Online Resources

After your training session, the main goal of the Clean Boats, Clean Waters program is to help you maintain an effective watercraft inspection program. Many resources are available to you on the Clean Boats, Clean Waters website! Visit the webpage below and click on the CBCW logo.

https://www.uwsp.edu/uwexlakes

This website will assist you in ordering free AIS publications and CBCW gear, finding training workshops, and entering your CBCW data into SWIMS. Additionally, the website has videos of mock watercraft inspections in a variety of different scenarios to help inspectors think about how they can best share the AIS prevention message with all types of boaters and anglers.

Section 4:

How can inspectors take care of their boat landings?

Boat Landing Inventory

The Clean Boats, Clean Waters program offers an excellent opportunity for inspectors to inventory the boat landings on their lake. Oftentimes the signage is old or damaged and needs to be replaced. Boat ramps and piers may need servicing or trash buckets may be missing. If the landing has a message board or kiosk, inspectors can post informational brochures about invasive species and contact numbers if a questionable plant or animal is found. Remember, the boat landing is the first opportunity for inspectors to educate boaters. The watercraft inspection team cannot be there for every boater, so inspectors must be prepared to offer education and information at any time.

It is important to know who owns the landing and who to contact when maintenance needs to be done. Inspectors should always seek permission prior to making any changes at the landing site.

If the landing is in need of signage, inspectors can contact their WDNR Regional AIS Coordinator for the appropriate sign (see the following pages for the sign posting information and an image of the AIS landing sign).

WI Department of Natural Resources Regional AIS Biologists

Shelby Adler
shelby.adler@wisconsin.gov
608-712-4306

Tyler Mesalk
tyler.mesalk@wisconsin.gov
715-635-4227

Alex Selle
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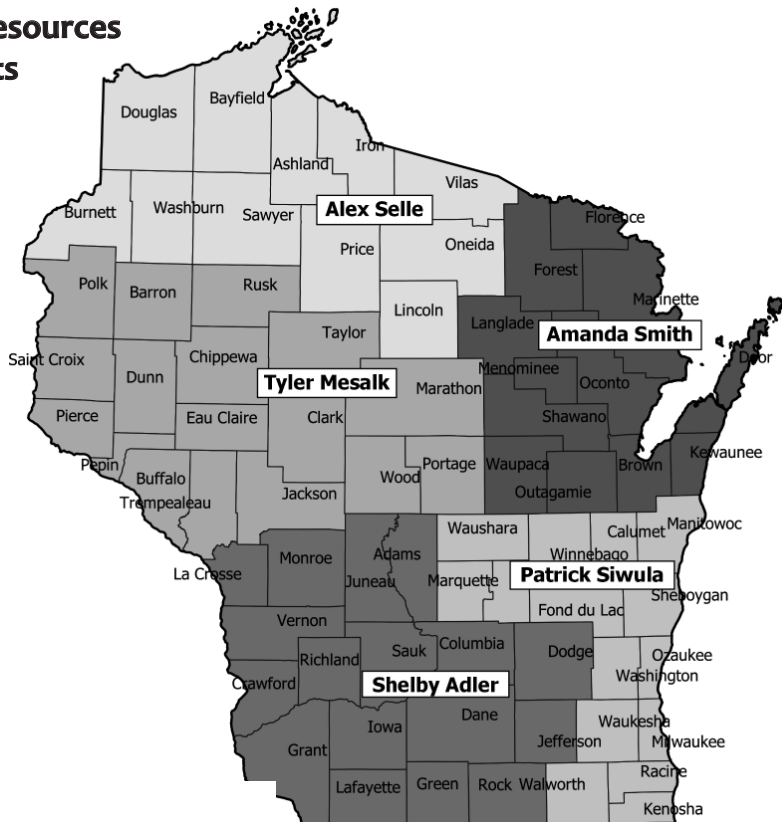
Boat Landing AIS Prevention Signage

Information for when you need to add or replace your state approved AIS signage.

*The complete **AIS Signage Guide** can be found on the CBCW website in the "Resources" section:* https://www.uwsp.edu/cnr-ap/UWEXLakes/Pages/programs/cbcw.

Looking for a new sign? Start by contacting your regional WDNR AIS Biologist. These regional staff are listed, along with a map, on the previous page (4-3), as well as on the WDNR website at https://apps.dnr.wi.gov/lakes/invasives/topics.aspx.

There are four primary signs that are currently in use to let Wisconsin citizens and visitors know what the state requires for aquatic invasive species prevention per NR40. The "Prevent the Spread" boat launch and stream access signs pictured below are provided by the WDNR at no cost. The artwork for boot brush stations and large cleaning station signs is provided, but anyone building and placing the stations may need to purchase the actual signs and other materials. Funding is sometimes available through grants. Contact DNRAISinfo@wisconsin.gov for current details.

"Prevent the Spread" Sign for Boat Launches on Lakes and Rivers

All boat launches should have this 18"x24" "Prevent the Spread" sign. A permit from WDNR is not needed to have this sign present but working with the launch owner for proper placement and installation is important. Do not relocate a sign without the launch owner's permission.

PREVENT THE SPREAD OF
INVASIVE SPECIES
IT'S THE LAW

PENALTIES MAY EXCEED $2000

Before *launching* and before *leaving* YOU MUST:

✓ **INSPECT** boats, trailers, and equipment.

✓ **REMOVE** all attached aquatic plants and animals.

✓ **DRAIN** all water from boats, vehicles, and equipment.

✓ **NEVER MOVE** plants or live fish away from a waterbody.*

STOP AQUATIC HITCHHIKERS!
Prevent the spread of invasive species, it's the law

*Limited exceptions apply. Visit WWW.DNR.WI.GOV and search for "BAIT LAWS."

> 👉 It is extremely important to contact the boat launch owner before putting up any new signs or replacing damaged signs. Launches may be owned by WDNR, Townships, Cities, Counties, or private, such as one at a campground or tavern. They may have specific guidance for the launch area. When putting up stream access signs, be sure you are not within the Department of Transportation's right of way and that you do have the property owner's permission.

Signs for Stream and Wetland Access Points

At stream and wetland access points, either a "Stop Aquatic Hitchhikers" stream access sign or a boot brush station with AIS sign are often used. You can include a boot brush station in a practical location even if there is already a "Prevent the Spread" or stream access sign present. Work with local landowners, including those who manage public lands, as you consider where to place these signs. These signs with cleaning tools are generally grant funded.

Boot brush stations signs can have a hunting or wading angler focus. You may see these types of signs at:
- Put In, Take Out (PITO) locations for paddlers in parks and at pullouts on roadsides
- Stream access points for anglers
- Wetlands accessed by hunters from a public parking area, including those with a boat launch

Photo by Jeanne Scherer

"AIS Removal Station" Signs with Tools

AQUATIC INVASIVE SPECIES
AIS REMOVAL STATION

BEFORE LEAVING, YOU ARE REQUIRED BY LAW TO:

► **INSPECT** boats, trailers and equipment

► **REMOVE** all attached aquatic plants, animals and mud

► **DRAIN** all water from boats, vehicles and equipment including livewells

► **NEVER MOVE** plants or live fish away from a water body*

*Limited exceptions apply. Visit DNR.WI.GOV and search for "BAIT LAWS."

Optional steps include:

► Pressure wash areas indicated for at least 90 seconds to help remove invasive species that are hard to see and remove by hand
  • Keep the nozzle at a 90° angle to the boat and at least 12 inches away from the boat to prevent removing decals

► Treat live wells with a mild bleach or salt solution
  • ½ oz bleach/quart of water or ⅓ cup salt/gallon of water
  • Spray the inside of the live well and rinse before next use

STOP AQUATIC HITCHHIKERS!
Prevent the spread of invasive species. It's the Law!

CHECK THESE LOCATIONS FOR INVASIVE SPECIES:
LIVE WELL, TRANSOM WELL, HITCH, ROLLERS, AXLE, LOWER UNIT/PROPELLER

TOOLS
• Use tools to remove vegetation
• Place vegetation in the grass
• Dispose of unwanted bait in the trash at home

These tools help protect our lakes. Please replace them when finished!

Some locations may also have larger (4'x4' or 4'x 8') signage that was created in conjunction with Extension Outreach staff and holds cleaning tools, such as deck brushes and long-handled grabbers, for use by boaters. You may also hear them called Boat Cleaning Station Signs. These stations have proven very popular at busy launches, giving people the tools they need to follow the law. Often, they are funded by grants or purchased outright. For all signage, the maintenance of the sign is the responsibility of the organization that puts it up.

Managing the tools and possibly other items, such as bleach and water solutions sprayers, is often, but not always, handled through a local AIS partner or volunteer program, not the launch owner/manager. It is especially important to establish a relationship with the launch owner and have their full permission before installing these types of signs. Some locations will not allow them.

Tools hung from the sign are provided by the organization and usually include:
• A rake to help clear plants from the landing.
• A "grabber" tool for plants hanging on trailers.
• A pole with a rubber coated hook on the end for plants hanging on trailer.
• A broom for cleaning off the hull.

Location considerations, particularly if allowed to have a bleach solution sprayer at the sign:
• Away from where vehicles will be turning around/backing up.
• Away from a slope into lake and upward further on land, if possible.
• Away from areas where trailers will be parked.
• Be knowledgeable of property lines.

State of Wisconsin	**Aquatic Invasive Species Signage Report**
Department of Natural Resources	Form 3200-152 (03/19)
Wisconsin Lakes Partnership	

The purpose of this form is to notify DNR of initial installations, inspections and replacements of Aquatic Invasive Species (AIS) Signage. Types of signage include the "Prevent the Spread" sign used at boat launches, the Stop Aquatic Hitchhikers sign for stream and wetland access points and boot brush stations with AIS signage attached.

Always contact the launch owner for permission before placing new signs or boot brush stations. If the launch owner is WDNR, a Land Use Agreement is required for putting up new signage, including cleaning stations and boot brush stations.

Notice: Information on this voluntary form is collected under ss. 33.02 and 281.11, Wis. Stats. Personally identifiable information collected on this form will be incorporated into the DNR Surface Water Integrated Monitoring System (SWIMS) Database. It is not intended to be used for any other purposes, but may be made available to requesters under Wisconsin's Open Records laws, ss. 19.32 - 19.39, Wis. Stats.

Boat launch and stream/wetland access signs and information can be obtained from Regional DNR AIS Coordinators: https://dnr.wi.gov/lakes/invasives/Contacts.aspx?role=AIS_RE_COORD.

Data Collector (s)

Name	Organization	Email

Location, Date and Time

Lake, River or Wetland Name	WBIC	SWIMS Station ID	SWIMS Station Name

Monitoring Date	Start Time	End Time	County	

Latitude:	Longitude:

Type of access point:

Carry-in	Ramp	Roadside	Other

Waterbody type:

Lake	River/stream	Wetland

Purpose of visit - circle all that apply and include the number of signs if more than one:

Inspection	Installation of new sign(s)	Replacement	Other:

Sign Types: Prevent the Spread Boat Launch Sign (18 X 24), Stop Aquatic Hitchhikers Access Sign (8 x 11- note if larger), Boot brush/wader wash station, Cleaning station sign with tools

Sign 1

Sign Type:		**Condition**: Very Good	Adequate	Damaged	No sign present
Location:	On post at pier/dock Kiosk/sign board	On a shelter/wall	Other:		
Direction	Facing Water-seen as boater comes in	Facing launch area (upland)-seen as boater is launching			
Comments:					

Sign 2

Sign Type:		**Condition**: Very Good	Adequate	Damaged	No sign present
Location:	On post at pier/dock Kiosk/sign board	On a shelter/wall	Other:		
Direction	Facing Water-seen as boater comes in	Facing launch area (upland)-seen as boater is launching			
Comments:					

Sign 3

Sign Type:		**Condition**: Very Good	Adequate	Damaged	No sign present
Location:	On post at pier/dock Kiosk/sign board	On a shelter/wall	Other:		
Direction	Facing Water-seen as boater comes in	Facing launch area (upland)-seen as boater is launching			
Comments:					

Sign 4

Sign Type:		**Condition**: Very Good	Adequate	Damaged	No sign present
Location:	On post at pier/dock Kiosk/sign board	On a shelter/wall	Other:		
Direction	Facing Water-seen as boater comes in	Facing launch area (upland)-seen as boater is launching			
Comments:					

Photo(s) taken? YES NO	**Other Comments:**

Please enter your data into the SWIMS database or give this form to your local AIS Coordinator to be entered.

Boat Landing Questions

Invasive species are posing an increasing threat to the quality of water experiences in Wisconsin. Communities are looking at developing a campaign to educate boaters at the landings on the possibilities and consequences of moving aquatic invasives. Other communities are developing plans to look at their water resources and prevent or slow the spread of aquatic invasives. The following is a list of questions that we have been hearing from communities as they consider various prevention plans.

Landing Ownership and Maintenance

How can I find out who owns the boat landing?

Ownership of boat landings can be determined through a variety of methods. Plat maps are one useful source, as are searches at the register of deeds office for the county in which the landing is located. Department of Natural Resources (DNR)–owned and leased boat landings are identified on the DNR Web site under the "State Parks and Forests" Web pages. The DNR Web site also provides a page that contains links to the Web sites of county-owned parks.

Do state-owned parks operate under different rules than county, village, or city parks?

State-owned parks with boat landings are regulated under ch. 26, Wis. Stats. and ch. NR 45, Wis. Adm. Code. County, village, and cities that own parks with boat landings usually operate such parks and boat landings under local ordinances.

Who is responsible for maintaining the boat landings?

Whoever owns or operates a boat landing is responsible for its maintenance.

Can boat landings be closed or have special launch hours?

State-operated boat landings are required to operate under the same hours as the state parks. Most Wisconsin state parks, recreation areas, trails, and forest campgrounds are open from 6 a.m. to 11 p.m. Occasionally, DNR sites have different hours as required under conditional use permits. Boat landings that have been funded by the DNR and that are operated under lease from the DNR must maintain the same hours. Other locally owned sites are subject to hours established by the local unit of government. The state does not regulate launch hours unless the hours create a significant impediment to public use of the site. Once a boat has been launched, it must be allowed to exit from the lake, even if after the prescribed launching hours.

What signage and items (composting bins, garbage cans) are acceptable and legal at landings?

Informational signs at DNR public access sites can be installed and should be located in compliance with shoreland zoning and other local regulations whenever practicable. Boat landings that are the responsibility of other governmental entities or private individuals or businesses are not exempt from the requirements of local zoning ordinances, and responsible parties will need to apply for any permits that may be required under applicable zoning

ordinances. Signs may be required to be set back 75 feet from the ordinary high-water mark of navigable waters (although the DNR is likely to propose some changes to ch. NR 115, Wis. Adm. Code, that would exempt from county shoreland setback requirements certain regulatory and informational signs that meet specified standards). Composting bins and garbage containers that are large and relatively immobile will need to be set back at least 75 feet from the ordinary high-water mark of navigable waters. However, the DNR's shoreland zoning program has taken the position for some time that small items that are easily moved by hand (such as movable garbage cans and picnic tables) are not subject to shoreland setback requirements in county shoreland zoning ordinances, even though the definition of "structure" found in dictionaries, ch. NR 116, Wis. Adm. Code (floodplain zoning ordinance rules), and in many local zoning ordinances is broad enough to theoretically include such items. Small structures that are easily moved by hand are likely to be specifically exempted from shoreland setback requirements when ch. NR 115, Wis. Adm. Code, is revised.

Launching fees

Are there state guidelines for communities that are considering boat launching fees?

The DNR encourages free boat launching. However, under s. NR 1.91(11), Wis. Adm. Code, a reasonable launch fee may be charged under authority of s. 30.77, Stats., for the purpose of operating and maintaining a boat access site owned or operated by municipalities, lake management districts, and other access providers. Excessive, unjustified, or unreasonable boat launching fees restrict or prohibit public boating access and use of navigable waters in the state. A reasonable launch fee for the purposes of s. 30.77, Stats., is one that does not exceed the

maximum allowable amount under criteria identified in s. NR 1.91(11), Wis. Adm. Code. The base fee that can be charged for a state resident is that fee that is charged a state resident vehicle for entrance to the state parks.

Under s. NR 1.91(11), Wis. Adm. Code, public boating access surcharges may be added to a base fee for specific services identified in that code section. However, prior approval by the DNR is required when a public boating access provider proposes to charge a fee in excess of the resident state park daily entry fee. In addition, no more than the base fee may be charged for nonmotorized or nontrailered boats. Surcharge fees may be charged for vehicles with trailers at boat landings in the following circumstances: when an attendant is on duty, for on-site toilet facilities, at Great Lakes sites, for boats that are at least 20 feet in length but less than 26 feet in length, and for boats that are greater than 26 feet in length.

Do the fees have to be used for a particular item?

Boat launch fees are to be used for operation and maintenance of a boat launch site. Boat launch fees cannot exceed amounts established in s. NR 1.91, Wis. Adm. Code. The DNR's jurisdiction or authority is limited to whether the fee amounts comply with the s. NR 1.91, Wis. Adm. Code requirements.

Can the fees include the costs of operating a boat wash facility?

Boat launch fees may only be used for the operation and maintenance of a boat launch site, which could include a boat wash facility. However, as noted above, additional fees cannot be charged for a boat wash facility.

Can a special nonresident or out-of-state resident fee be charged?

Under s. NR 1.91(11)(g), Wis. Adm. Code, local units of government, including lake management districts that maintain and operate public boating access sites, may charge differential fees on the basis of residency within the unit of government maintaining or operating the access. If a fee is charged, the fees for a nonresident may not exceed 150% of the fee charged a resident and may not exceed the maximum allowable amounts except when surcharges for boats longer than 20 feet are in place.

Can a special fee be charged by someone who is not a riparian owner?

As noted above, differential fees can only be charged on the basis of residency within the unit of government maintaining or operating an access site. A special fee based only on riparian ownership or lack thereof would not be appropriate.

Can the launch fee be increased over time to assist in lake management costs, for example, controlling invasive species?

Boat launch fees can not exceed the maximum allowable amount established under s. NR 1.91 (11), Wis. Adm. Code.

Can the launch fee include nonmotorized equipment such as canoes, scuba equipment, or kayaks?

Under s. 30.50(2), Stats., a boat means "every description of watercraft used or capable of being used as a means of transportation on water, except a seaplane on the water and a fishing raft." This definition means that canoes and kayaks could be required to pay a launch fee, but a fee could not be charged for scuba equipment. However, no more than the base fee may be charged for a canoe or kayak because they are nonmotorized or nontrailered boats. A nonmotorized boat is a boat that is not a motorboat but that is designed and constructed to be used as a boat for transportation of a person or persons on water. The term includes, but is not limited to, any canoe, sailboat, inflatable boat or similar device, rowboat, raft, and dinghy that is not a motorboat.

If a fee is charged, how can it be collected?

Normally, launch fees are collected through the use of launch attendants who are on duty during the day or through the use of an honor system, in which the user voluntarily pays for launching when no attendant is on duty.

Do funds need to be reported?

Launch fees are the responsibility of the municipality that is operating the launch site. Any questions or concerns concerning the reporting of launch fees should be directed to the municipality that maintains the launch site. The DNR's jurisdiction or authority is limited to whether the fee amounts comply with s. NR 1.91, Wis. Adm. Code.

What is the public trust doctrine?

The Wisconsin Constitution establishes a state-administered public trust for navigable waters of the state. Under the public trust doctrine, the state holds the beds of navigable bodies of water in trust for all its citizens and has an obligation to protect public rights in navigable waters.

What is the relationship of the public trust doctrine to local regulations?

The public trust doctrine plays a substantial role in any decision relating to the public's access to and use of public waterways. The doctrine provides that the government holds

all navigable waters in trust for the benefit of, and unrestricted use by, the public as a whole. This doctrine essentially creates a property right for the public as a whole in the waterways within a state. Access and use of waters may be restricted only under the police powers of the state for the protection and conservation of the public health, safety, and welfare, including environmental conservation and recreational purposes. Any regulation of the use of waterways must be reasonable in respect to the public interest being protected.

Under s. 30.77, Stats., no municipality, public inland lake protection and rehabilitation district, or town sanitary district may enact any ordinance or local regulation that requires local numbering, registration, or licensing of boats or any ordinance or local regulation that charges fees for inspection.

In addition, these entities may not, except as provided in subs. 30.77 (2) and (3), Stats., enact any ordinance or local regulation that in any manner excludes any boat from the free use of the waters of this state or that pertains to the use, operation, or equipment of boats or that governs any activity regulated by ss. 30.50 to 30.71, Stats.

Under s. 30.77(2), Stats., any municipality may enact ordinances that are in strict conformity with ss. 30.50 to 30.71, Stats., or rules of the DNR promulgated under those sections. Under s. 30.77(3), Stats., any town, village, or city may, in the interest of public health, safety, or welfare, including the public's interest in preserving the state's natural resources, enact ordinances applicable on any waters of this state within its jurisdiction if the ordinances are not contrary to or inconsistent with that chapter and if the ordinances relate to the equipment, use, or operation of boats or to any activity regulated by ss. 30.60 to 30.71. These ordinances are subject to advisory review by the DNR (s. 30.77(3)(d), Stats.).

Boat Wash Facilities

Are there state guidelines for construction, placement, and use of a permanent boat wash station at a landing?

There are no existing state guidelines for the construction, placement, and use of permanent boat wash stations.

Are there state guidelines for portable washing stations?

There are no state guidelines for portable washing stations.

Can a lake association, district, or municipality require boat washing as a condition of access to public waters?

Washing as a condition of access may be required only if a boat wash facility is readily available for public use, if no fee is required for the use of the boat wash facility, and if the requirement does not unreasonably exclude any boat from access to public waters.

Could a lake association or district place a boat wash facility on an access area owned by the state?

A lake association or district would need the permission of the DNR to place a boat wash facility on an access area owned by the state. In such circumstances the lake association or district would need to enter into a land use agreement (lease) with the DNR. Such agreements would include an assumption of all risk by the operator and an insurance requirement.

Could lake association or district volunteers manage a boat wash facility on a state-owned access area? What conditions (such as liability waivers) would need to exist?

Yes, a volunteer-run boat wash facility on a state-owned access area could be

accomplished through an operational lease that included indemnification clauses.

Is there any permissible basis for closing a public launch site?

The closing of a public launch site by a county or town would be viewed as an abandonment of a public access, which would require DNR approval. The DNR may grant an abandonment only if the access site or part thereof proposed to be abandoned or discontinued is replaced prior to granting the petition, or if the access proposed to be abandoned does not contribute to the quality or quantity of public access on the body of water. In addition, an access site may be abandoned if environmental degradation is occurring at the site as a result of existing use and if abandonment of the access will reduce or eliminate the degradation without reducing public interests in access to that body of water.

The DNR's authority does not apply to cities and villages, but court approval may still be required if the access site is part of a platted subdivision or if the site is considered part of a highway and objections from adjoining landowners are received.

Could a local ordinance place conditions on the use of a launch site and limit access if boats are not washed?

A local ordinance may place conditions on the use of a launch site and limit access if boats are not washed only if a boat wash facility is readily available for public use, if no fee is required for the use of the boat wash facility and if the requirement does not unreasonably exclude any boat from access to public waters.

Photo by Wisconsin DNR