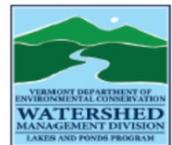
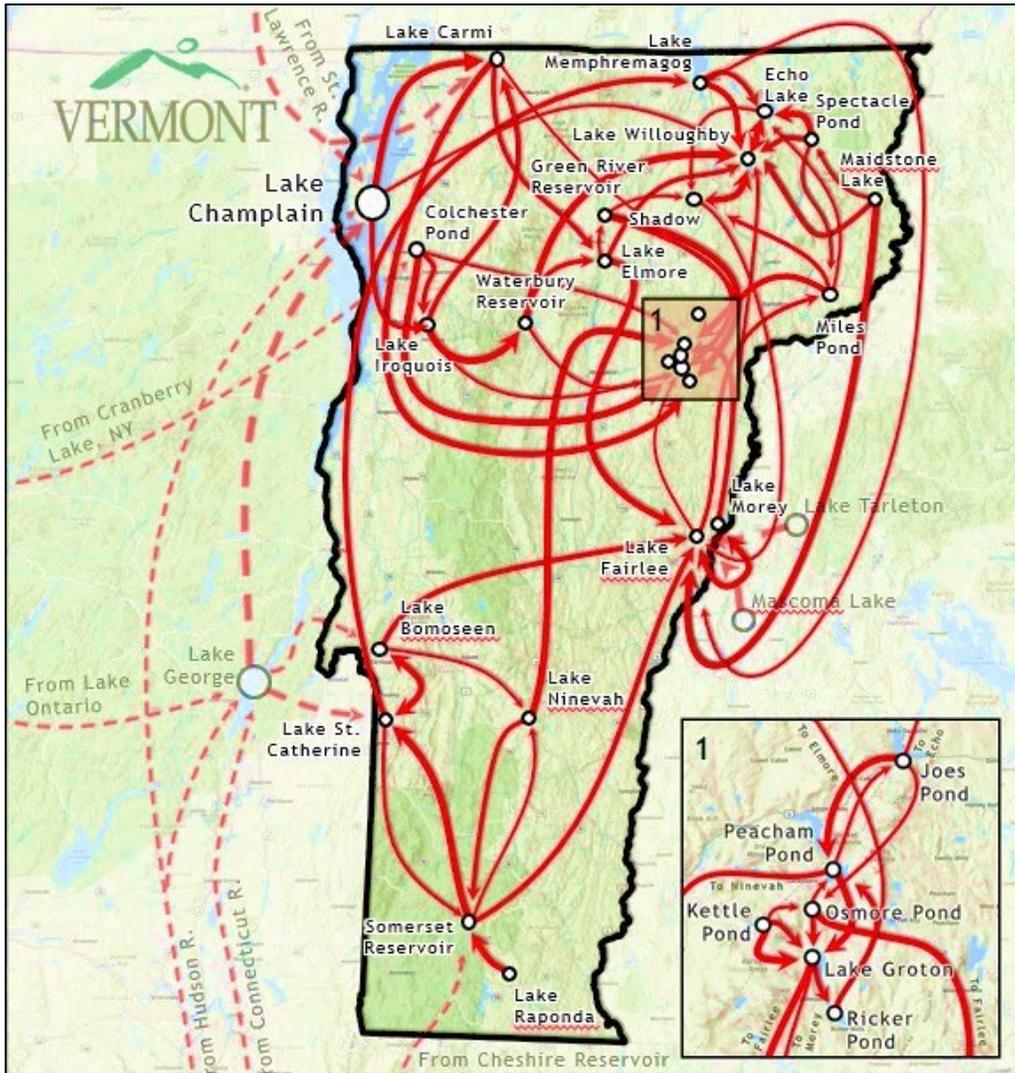


Vermont Public Access Greeter Program Manual



STOP AQUATIC HITCHHIKERS!

Prevent the transport of nuisance species.
Clean all recreational equipment.
www.ProtectYourWaters.net

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Vermont Public Access Greeter Program

Introduction

Aquatic invasive species are non-native nuisance species that cause major social and ecological impacts when introduced into bodies of water outside of their natural range. In Vermont, their spread and growth continue to be a cause of great concern, demanding an incredible amount of attention and resources. Aquatic invasive species (AIS) are spread in many ways including, but not limited to, overland transport of watercraft, trailers, fishing equipment and other recreational equipment. The most effective way to prevent spread is through education, equipment inspections, and watercraft decontaminations performed to clean and remove potential invasive species “hitching a ride” on equipment and watercraft. Preventing the spread of aquatic invasive species to new waterbodies is far more effective and economically sensible than controlling invasive species once they are established. Public Access Greeters educate access visitors about aquatic invasive species, provide watercraft inspections, and *STOP* new introductions.



Program Goals

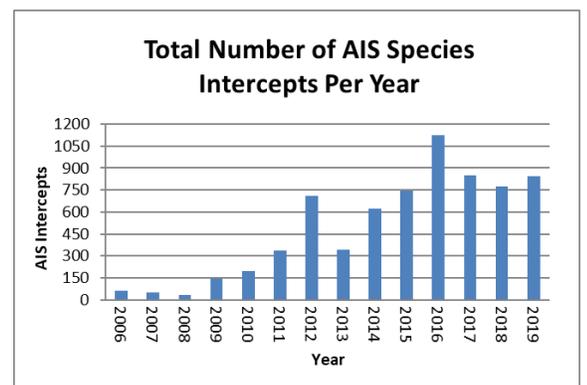
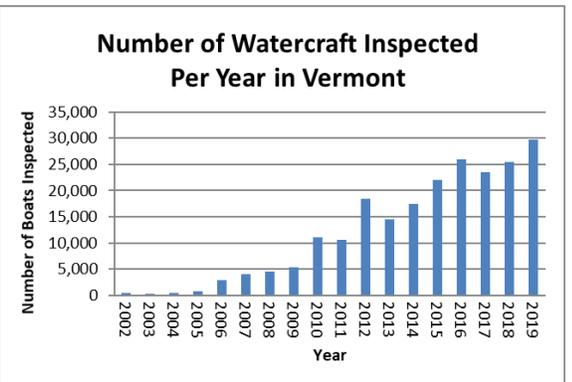
To prevent the spread of aquatic invasive species by establishing a well-trained network of public access greeters who:

- Educate boaters about the harmful effects of invasive species and measures that can be taken to prevent their spread
- Inspect and decontaminate boats, and encourage boaters to take appropriate steps to avoid transporting invasive species
- Stop invasive species introductions

Program Data

Since 2002, the Vermont Public Access Greeter Program has expanded to access points at 31 lakes and ponds statewide, and those numbers are increasing annually. The total number of inspected watercraft has increased since the program’s inception, from 404 in 2002 to 29,734 in 2019. During 2019, greeters intercepted and removed 497 instances of aquatic invasive species, roughly 59% of recorded intercepts.

A large number of invasive species intercepts continue to be instances of Eurasian watermilfoil.



Protecting Vermont Waters

The Vermont Public Access Greeter Program has seen growth and success since its establishment in 2002. Because overland transport of aquatic invasive species continues to be a problem, the Greeter Program, with its unified message and consistent methodology, is critical to preventing the spread of aquatic invasive species. Even if a water body is already known to have an infestation of one invasive species, another equally or more disruptive species could still be introduced. In addition, microscopic organisms like zebra mussel veligers, spiny waterflea, or pathogens such as viral hemorrhagic septicemia are difficult to observe and therefore intercept. These organisms are removed by cleaning and drying all equipment used while boating, fishing, or recreating on any waterbody. The VTDEC will continue to foster the establishment of new greeter programs in effort to help protect Vermont's remarkable water resources.

Aquatic Invasive Species Program

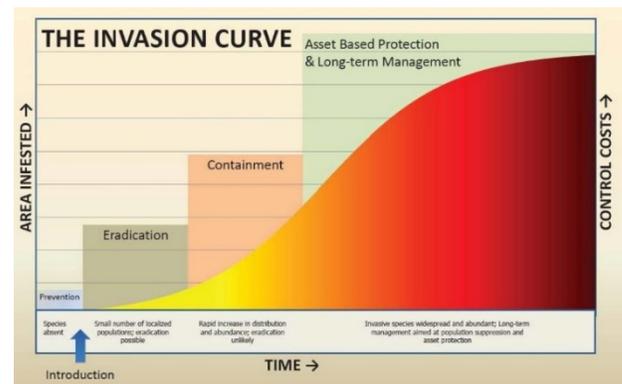
The Vermont Department of Environmental Conservation Department manages aquatic invasive species threats and spread prevention efforts through the Lakes and Ponds Aquatic Invasive Species Program. The Vermont State Statutes, Aquatic Nuisance Control regulations ([10 V.S.A. § 1451](#)) provides that basis for the goals of the program and is as follows:

1. To prevent the infestation and proliferation of invasive species in the State that result in negative environmental impacts, including habitat loss and a reduction in native biodiversity along with adverse social and economic impacts and impacts to the public health and safety;
2. To initiate quickly a response to contain and control a new aquatic species introduction before it can spread critical to reduce future management costs and protect the integrity of Vermont's ecosystems;
3. To detect infestations of new aquatic species early and act upon them swiftly to minimize economic, social, and ecological impacts as well as to increase the probability of a successful eradication effort.

The overland movement of boats, personal watercraft, fishing gear, and other water-based equipment is a significant means by which zebra mussels, Eurasian watermilfoil, water chestnut and other aquatic invasive species are spread between waterbodies. Citizen monitoring activities at public access areas are an effective tool in helping to prevent the spread of AIS. In Vermont, these programs are typically referred to as "greeter programs." Demonstrated in the Invasion Curve figure below, prevention is the best method to manage invasive species and less costly.

The AIS Program oversees the Vermont Public Access Greeter Program and provides Aquatic Nuisance Control Grant in Aid funds to partners so that they can facilitate a local program. The AIS Program staff also provides training and educational information and supplies, and partners with the Vermont Fish and Wildlife Department for assistance. Vermont Public Access Greeters are hired by municipalities, lake associations, and/or other partners and are not state employees.

Vermont Public Access Greeter Program's that are stationed at a Vermont Fishing Access Area request and receive an annual Special Use Permit by the Vermont Fish and Wildlife Department to operate a Greeter Program under the guidelines and requirements within the permit.



Public Access Greeter Duties

As a Public Access Greeter, you will be interacting with members of the public on a day-to-day basis. This section is designed to guide you through the process of educating access users, inspecting watercraft, and decontaminating watercraft if the necessary resources are available.

Vermont Watercraft Inspection Procedures

Materials needed:

- ✓ Tablet/smartphone with Survey123 app or Greeter Program Datasheets
- ✓ Greeter program t-shirt
- ✓ “Greeter on Duty” sandwich board
- ✓ Personal safety materials (sunblock, insect repellent, raingear, shelter, WATER!!)
- ✓ Informational materials (rack cards, brochures, etc.)
- ✓ Large Sponge
- ✓ Sealable plastic bags (for sample submission)
- ✓ Cell phone/camera (optional; but helpful for specimen ID)
- ✓ Adjustable wrench (for boat plug removal)



Note: The following steps are recommended protocol for watercraft inspection to prevent the spread of aquatic invasive species. As a greeter, you do not have any enforcement authority but can remind boaters that watercraft inspections and decontaminations are mandated in State statute.

Interacting with Boaters

1. When possible, approach boaters/access users **before** they put their boat or other equipment into the water. Often a boater will pull into an access area and immediately begin to back the trailer into the water. You will want to position yourself so that you are not in the boater’s way and can be seen. You can politely motion to the boater to stop, but **you have no legal authority to force boaters to stop and you should not interfere with them in any way.**
2. Approach boaters/access users and introduce yourself by name and affiliation (e.g. Lake Wannabe Association). Explain that you are there to inform water users about aquatic invasive species. Ask boaters if they are familiar with aquatic invasive species. Ask where and when the boat and equipment was last used, and whether any precautions were taken to ensure that the boat and trailer were free of aquatic invasive species before arriving at the access.
3. Provide accurate information about aquatic invasive species and boat/trailer cleaning techniques (see below) as necessary. Offer to give the boater informational watch cards or other handouts if available (copies may be obtained from VTDEC). Inform the boater of Vermont’s Aquatic Invasive Species Transport Law - it is illegal to transport any aquatic plant or plant fragment, zebra mussels or quagga mussels.
4. If the boater indicated that the boat had been in a different waterbody within a period of 10 days or less and the boat and equipment had not been cleaned, or plants or other foreign objects can be

seen attached to the boat or equipment, offer to assist the boater with an inspection and cleaning (see below).

5. Upon completion of the inspection and cleaning, encourage the boater to perform the same procedures each time the boat or other equipment is removed from the water.
6. If plants are present on a boat or trailer and the owner refuses a boat inspection, you should point out that any plant fragment, be it native or exotic, is illegal to transport on recreational equipment and that tiny juvenile zebra mussels will often attach to submerged aquatic plants (native and nonnative). Therefore, all plant/animal material should be removed before placing the boat in the water. **Boat cleaning assistance can only be provided with the boater's consent. You have no legal authority to force individuals to clean their boats.**
7. If a violation of a Vermont law or regulation is observed and the violator refuses to comply with requests to correct the problem, the greeter should record details of the incident and contact the proper enforcement authorities (see page X).

First Impressions

A Public Access Greeter's first impression sets the conversation with boater. It is important to greet people in a friendly, helpful manner so that the interaction will be quick and relatively simple. Below are some tips:



DO

- ✓ Approach boaters when they are settled and when you will not be interrupting what they are doing.
- ✓ Convey your message politely and respectfully.
- ✓ Encourage responsible behavior. Inform recreators of applicable laws and regulations.
- ✓ Convey your message in your own words and in your own way but keep facts accurate. Refer to the educational materials provided to you.
- ✓ Offer educational handouts as additional resources. Point access users to pertinent aquatic invasive species signage.
- ✓ Thank the boater for their time and consideration.
- ✓ Ask for help from your site coordinator or VTDEC staff as needed.
- ✓ Walk away from confrontation and leave the launch site if you feel unsafe.

DON'T

- ✓ Bombard boaters with questions immediately upon approaching them.
- ✓ Engage in conflict or debate, argue, or lose your temper.
- ✓ Frame your message in an adversarial tone.
- ✓ Delay people from launching their watercraft or cause backups.
- ✓ Provide personal information about yourself.



Troubleshooting Interactions with Access Area Users

Generally, access area users are interested in and concerned about the health and state of their water body. Make sure you are prepared to answer questions and to discuss aquatic invasive species with boaters. Below are examples of questions that you may be asked.

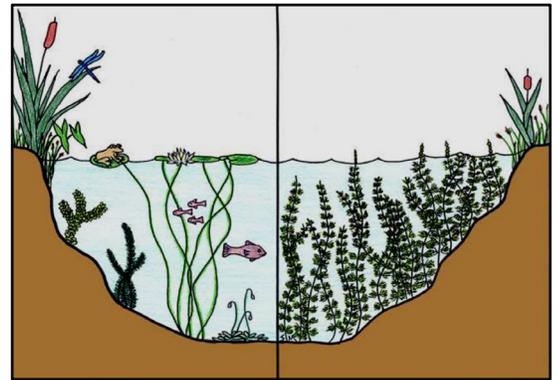
Question: “Is this really necessary? Aren’t the plants going to get here anyway?”

Suggested Response: Even if a new aquatic invasive species infestation can’t be prevented, spread prevention efforts have additional benefits: decreasing the likelihood of widespread ecological damage, increasing the time available to continue to research new control methods, and delaying burdensome costs of controlling an aquatic invasive species and subsequent property devaluation.

Question: “Aren’t all aquatic plants bad anyway?”

Suggested Response: This is a common misconception. Aquatic plants form the base of the food web. A healthy, diverse native aquatic plant community is critical to any freshwater system and enhances ecosystem stability by:

- ✓ Providing fish habitat
- ✓ Preventing erosion through the absorption and diffusion of wave energy
- ✓ Providing food and oxygen for other organisms
- ✓ Transporting nutrients through the food web
- ✓ Increasing water clarity
- ✓ Stabilizing sediments in the lake bottom
- ✓ Taking up nutrients that would otherwise be used by algae, thereby preventing algal blooms



Invasive plants frequently form dense monocultures, with just one species dominating a particular area, compromising or eliminating the benefits provided by a diverse, native aquatic plant population.

Question: “Do I have to? I don’t have time for this. I get it and I don’t need your help.”

Suggested Response: If a public access user does not wish to have their watercraft or associated equipment inspected, respect their wishes. However, you can remind them of legislation under Act 67 mandating inspections and potential decontamination when an authorized greeter is on duty. **As a greeter, you do not have any enforcement authority but can remind boaters that watercraft inspections and decontaminations are mandated in State statute.**

Question: “What is Act 67?”

Suggested Response: Act 67, legislation regarding aquatic nuisance species management, took effect June 2017. Act 67 added new species to the list of aquatic nuisance species subject to transportation restrictions. It also requires inspection of watercraft by a boat owner upon entering and exiting a waterbody and requires inspection and decontamination at an authorized watercraft inspection station if resources are available. Boaters are also now required to drain internal compartments of water (other than exempt bait boxes) and remove the bilge plug from their vessel during overland transport. For more details on this legislation, see Appendix A.

Inspection of Watercraft Entering a Waterbody

Step 1: Ensure Personal and Public Safety

Your safety and the safety of those around you is your top priority at all times. Many vehicles and people may be moving around the inspection area. At times, you may be required to look underneath trailered watercraft. Make sure all efforts are made to ensure the safety of everyone involved, including:

- ✓ Ask the driver of the vehicle to turn off the engine, put on the parking brake, and step out of the vehicle.
- ✓ Stay out of dangerous weather. In the case of lightning, get to a safe location away from the water and large trees.
- ✓ Remove yourself from a situation in which you feel threatened by someone or uneasy because of suspicious behavior. Get to a safe place and contact State Police as soon as possible.
 - In these situations, record vessel and/or vehicle registration plate number for law enforcement.

Step 2: Greet the Boater

Find an appropriate time to approach the boater as they are preparing to launch, such as when they are waiting in line at the ramp, or just before or as they finish readying their watercraft. Let them get settled before you approach. They are much less likely to be receptive to your message if they are just getting out of their vehicle or rushing to ready their watercraft. There are a few things that you can do to ensure that the inspection process is pleasant and informative for the boater. They include:

- ✓ Introduce yourself, the association that you work for, and your role as a greeter so that access users know why you are approaching them.
- ✓ Ask **politely** if they would give you a few minutes to convey your message about AIS, assist in the inspection of their equipment, and ask a few questions.
- ✓ Provide a brief explanation of the purpose of the inspection and what you are looking for. Not every lake, river, and pond in Vermont will have an access greeter, so it is essential that boaters know how to inspect their own watercraft correctly and thoroughly.
- ✓ Inform the boater how AIS affect boats, gear, fisheries, water recreation, and water infrastructure.
- ✓ Provide brochures, rack cards, or other educational materials to the boater.

Step 3: Conduct Initial Assessment

Three simple questions can provide a great deal of information on a vessel's risk of carrying AIS. The **Public Access Greeter Program Survey** will guide you through these questions, which include:

1. "What was the last waterbody in which the watercraft was used?"

The risk of the inspected watercraft will vary greatly depending on the AIS present in the last waterbody. For example, a watercraft last used in Green River Reservoir (no confirmed AIS) is a much lower risk than a watercraft last used in Lake Erie (many confirmed AIS).

2. "How long has it been since the watercraft was last used?"

AIS, as the name implies, are aquatic and need water for survival. However, some can persist for days or even weeks out of water, especially in dark, damp conditions. Therefore, a watercraft that has been recently used (<14 days) has a higher risk than one that has been out of water for months.

3. “Are you familiar with aquatic invasive species, and do you normally take steps to prevent their spread?”

A boater that takes measures to prevent the spread of AIS will likely have a lower-risk watercraft. If you find out that a boater is not aware of AIS and does not take preventative steps, this is a good opportunity to provide a courtesy inspection and educational materials.

At this time, you will also gather the following information for use in Step 7 (See Appendix B):

- ✓ Time
- ✓ Launch/Retrieve
- ✓ Watercraft type
- ✓ Last waterbody visited
- ✓ Time since last use
- ✓ Familiar with AIS? (Yes/No)

Step 4: Determine the Risk Factors

While some risk factors can be determined from the questions above, others will require a quick visual inspection of the watercraft. At this time, you will:

- ✓ Visually check the vessel’s (and trailer’s, if applicable) exterior to determine if they are dirty, crusty, slimy, or have any evident plant material.
- ✓ Identify if the vessel is a complex vessel, meaning it has multiple compartments, a closed hull, or more than one engine. For a complex vessel such as a wake boat or other watercraft with an inboard motor, ask the owner if the vessel has ballast tanks (interior compartments designed to take on water). If so, you may ask the boater when the tanks were last filled, or if he/she would be willing to turn the ballast pumps on to ensure that the tanks are empty.
- ✓ Visually and physically inspect the vessel to determine if there is any standing water present. Standing water poses a significant risk of transporting AIS and should always be treated with caution.

At this point, you will be able to determine if the watercraft has a high risk of transporting invasive species. A vessel should be considered high risk if:

- ✓ It was last in a waterbody with confirmed AIS that are not present at the inspection location lake, and was used within the last 14 days
- ✓ The vessel is dirty, slimy, crusty, or has evident plant material attached
- ✓ The vessel contains standing water

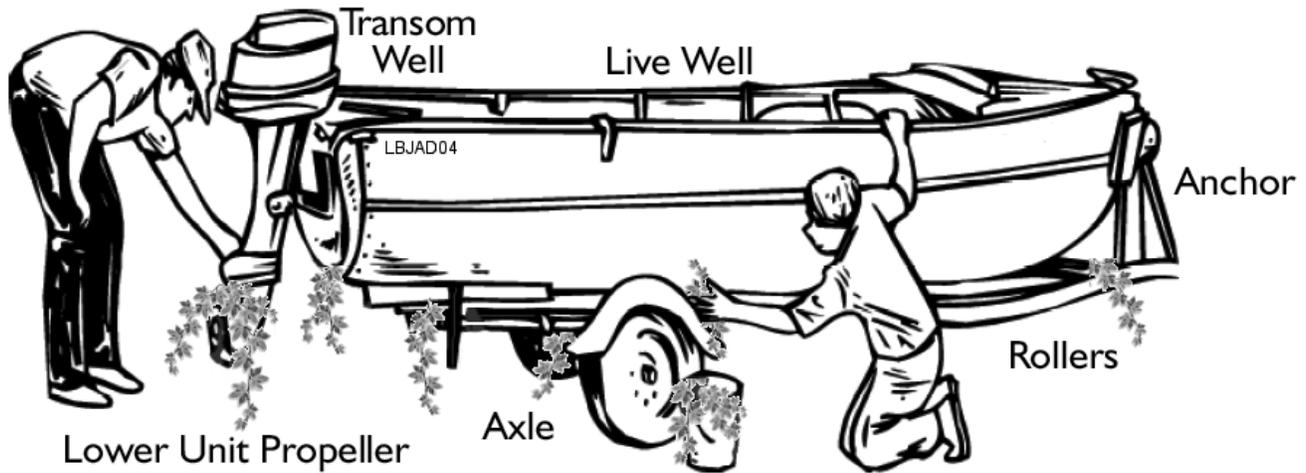
For high-risk watercraft, take extra care when going through inspection steps. Keep in mind that the watercraft in question could be carrying invasive species. Treat standing water in high-risk watercraft with increased scrutiny. Refer to Appendix C. Vermont Infested Waterbodies List for more information.

Step 5. Conducting a Watercraft Inspection

Now you will inspect the watercraft, paying close attention to points on the watercraft and trailer where organisms may become snagged and other areas most likely to harbor AIS and/or standing water. The four major areas of concern that you will examine include the **Watercraft exterior, engine, hull, and trailer.**

Perform a visual and tactile inspection of the outside of the vessel and trailer while paying particular attention to the following areas:

- ✓ Trailer bunks/rollers, tire wells, and lights. Remove any organic material. These are snag points for aquatic plants, and plant material can also be pinned between the vessel and trailer bunks upon exiting a waterbody.
- ✓ Bilge area. Inspect for standing water. If there is water in the bilge area, or if the bilge isn't visible, ask the boater to remove the bilge plug until drained. OR If applicable, have the boater activate the bilge pump.
- ✓ Anywhere else where plant material could be snagged or animals attached.



Engine or Motor

Motors typically have several areas in which plant material can get snagged. Many will also hold water if not properly drained, which can carry invasive animals. Take the following steps to ensure that the internal and external components of the motor, are free of AIS:

- ✓ Ask that the outboard or inboard/outboard motor be lowered. If water drains out of the motor, allow it to drain completely before being raised.
- ✓ Visually and physically inspect the engine, gimbal area, and transom of the boat. Feel the engine, gimbal area, and transom of the boat for bumps, slime, or a sandpaper consistency. These could be signs of organic material or juvenile mollusks.
- ✓ For jet skis and jet boats, ask if the owner will “burp” (turn on the engine and rev for 5-10 seconds) the vessel. This will expel any water or vegetation in the engine.

Anchor and Equipment

Any equipment that comes in contact with water can harbor AIS. Anchors are a significant risk, since they contact bottom substrates can easily pick up plant material and sediment.

Be sure to check the following areas:

- ✓ Anchor and anchor rope/chain.
 - Visually and physically inspect the anchor and related equipment for plants, mud, and other organisms.
 - Anchors are often stored in dark, damp compartments that are conducive to the survival of AIS. Depending on the situation, you may want to suggest that the boater thoroughly dry the anchor and anchor rope/chain after each use.
- ✓ Check any additional equipment such as life vests, buoys, paddles, ropes, nets, etc. Ensure all equipment is clean and dry.



Interior Compartments

For larger craft, you may need to ask to board the vessel to inspect interior compartments that could hold standing water, such as livewells. For smaller craft, you should be able to inspect these without entering the vessel. Take the following steps when examining internal compartments:

- ✓ Ask the boater to open up compartments so that you can see all bait wells, livewells, equipment lockers, and visible ballast tanks (if applicable).
 - If the vessel has standing water in a livewell or any other compartment, you should work with the boater to remove standing water from the vessel using a sponge or towel.
 - Ensure that the compartments are fully drained to the best of your ability prior to launch.
 - **If the boater has live bait in a livewell, you may inform the boater of Vermont Baitfish Laws (Appendix A). You do NOT have the authority to ask for a baitfish receipt, however. If a boater is obviously breaking the law, you may contact law enforcement if you deem it appropriate.**
- ✓ If the vessel has an inboard or inboard/outboard (I/O) engine, be sure to inspect the engine compartment and its bilge.



Step 6: Closeout Interaction with the Boater

Thank the boater for their time, and for keeping their vessel **clean, drained, and dry**.

- ✓ Remind boater to replace the bilge plug. The boater is responsible for ensuring the vessel is watertight before launching.
- ✓ Remind boater to raise the engine or motor to avoid damages while the watercraft is trailered.

Step 7: Record Data

After closing out interaction with the boater, record the data you collected in Step 3. This can be done either with the Public Access Greeter Program Survey in the Survey123 app or using the Public Access Greeter Program Datasheet (see Appendix B). If you choose to use the datasheet, work with your program coordinator to ensure the data is submitted digitally at a later time.

Inspection of Watercraft Leaving a Waterbody

When conducting inspections on watercraft pulling out of the lake or pond, much of the procedure remains the same. Some of the questions asked (i.e. last body of water visited) will no longer be necessary, however. Also, you will not expect that the watercraft be completely dry, since it was just in use. For an exit inspection, you will be looking to ensure that the watercraft is **cleaned, drained, and drying**.

Step 1: Ensure Personal and Public Safety

Same as for an entrance inspection. Safety should always be the utmost concern.

Step 2: Greet the Boater

Same as for an entrance inspection.

Step 3: Conducting Initial Assessment

Same as for an entrance inspection, except that you may record without asking the last waterbody that the watercraft was in and the last time the watercraft was used.

Step 4: Determine Risk Factors

Same as for an entrance inspection, although information about your lake or pond will be used to assess risk of the vessel transporting invasive species to another body of water. For example, if you are inspecting a watercraft leaving your lake, and your lake has a known infestation of Eurasian watermilfoil or spiny waterflea, you'll want to be especially careful to inspect, and potentially decontaminate, the boat and trailer thoroughly.

Step 5: Conduct Watercraft Inspection

Same as for an entrance inspection, but gear, compartments, bilges, etc. may be damp or contain some water. Your goal is to ensure that these are drained to allow for drying by doing the following:

- ✓ Inform the boater that, by statute, the bilge plug must be left out during transport. This will allow the watercraft to fully drain prior to the next launch. Boaters are now required by law to have the bilge plug removed during overland transport of their boat.
- ✓ Ask that compartments containing water be drained, and that damp compartments/gear be left open and exposed to the sun to ensure complete drying.

Step 6: Closeout Interaction with the Boater

Same as for an entrance inspection, although it is required that the bilge plug be left out.

Step 7: Record Data

Same as for an entrance inspection.



Vermont Watercraft Decontamination Procedures

Why Perform Vessel Decontamination?

Invasive species, such as zebra or quagga mussels, can travel great distances over land by “hitchhiking” on watercraft. They can survive up to 30 days out of water depending on temperature and/or humidity. Through a comprehensive education, inspection and decontamination program, we can stop the spread of these costly invasive species. Zebra and quagga mussels, spiny waterflea, and other AIS can safely and effectively be killed and removed from a vessel by trained personnel. Decontamination includes the use of hot water with high or low pressure to decontaminate boats, motors/engines, trailers, personal gear, and other equipment. The objective of decontamination is to kill and remove, to the extent practical, all visible mussels or suspected AIS. Killing AIS prevents establishment of new populations as a result of vessel/equipment transport.

What does vessel decontamination generally consist of?

Vessel decontamination consists of a very hot water rinse or spray at high or low pressure. There are no soaps, bleaches or chemicals used or recommended. The hot water kills AIS, and the high-pressure spray removes them from the vessel. The general recommendation is to use 140°F water at high pressure (3,000 psi) to decontaminate the hull and 140°F water at low pressure to decontaminate motors/engines. Interior compartments are decontaminated with 120°F at low pressure to avoid damaging pumps. A 140°F hot water rinse for ten seconds, to each spot, will kill most AIS. A reduced temperature of 120°F for interior compartment standing water decontaminations for the protection of the vessel is more than sufficient to kill juvenile stages of AIS.

When will decontamination be performed?

Most inspections do not result in a decontamination being performed. Often, only certain compartments or components of the boat requires decontamination. Time and resources available at a public access point will determine whether a watercraft decontamination is possible. Circumstances that should result in serious consideration of a watercraft decontamination:

- There are visible aquatic invasive species on the watercraft, trailer, vehicle or other equipment, or vectors for AIS are present (i.e. mud on an anchor) that cannot be removed effectively by hand.
- Recently used in infested/suspect/unknown water.
 - Even if you cannot physically see standing water, you might assume that standing water is present in the motor system or ballast system, as these areas often do not completely drain. If the watercraft was last in a high-risk or unknown waterbody, and was used within the past two weeks, there is a possibility that viable AIS could be present within these enclosed systems. You may consider a hot-water flush of equipment in question.
 - A motor flush, ballast tank flush, and live well flush will only be required if the boater has been in a body of water containing Asian clam, zebra mussel, or spiny waterflea within the past five days (See infested waterbodies list – Appendix C).

- Next destination and status of the lake.
 - Exit decontaminations are only required if the boater plans on visiting a different waterbody within five days of exiting current high-risk waterbody. If you are a greeter stationed at an infested waterbody (such as Lake Champlain or Lake Bomoseen), you should always encourage boaters leaving the access point to undergo a watercraft decontamination.

Note: Decontamination should only be performed when necessary. When inspecting boats at a lake with a lake-wide infestation of Eurasian watermilfoil, and a watercraft shows up with suspected Eurasian watermilfoil stuck between the boat and trailer, decontamination measures are not warranted. You would still remove the plant material and inform the boat owner that it is against the law to transport invasive species over land, but realize it is probably not posing a significant risk to your waterbody. Remember, not all boaters will be receptive to newly mandated decontamination protocol, but they may be more likely to cooperate if they realize that the decision process deeming a decontamination necessary has been logical.

What types of decontaminations will I do?

Every inspection is different, and you will need to use all the information at your disposal to determine the best course of action. Technologies range from high pressure, hot water decontamination units to low pressure, low temperature hoses. In many cases no boat wash or decontamination may be available. If a watercraft decontamination station IS available and a greeter deems a decontamination necessary, boaters are required to comply with the recommended course of action. This does NOT mean you should physically restrict a boater from entering or leaving a body of water without a decontamination. In the case of a serious infraction, you may contact law enforcement.



Types of Watercraft Decontamination

Plant Decontamination

This decontamination is performed whenever plant material cannot be removed from the vessel or trailer by hand. This decontamination is localized and requires using 140°F hot water only on the areas where plant material is located.

Exterior Decontamination for Suspected or Known AIS

This protocol is performed when adult or settled mussels, unidentifiable bumps, or other AIS are detected on the vessel. This decontamination is often the most complicated and ensures that the watercraft exterior has been completely decontaminated. In many cases, this will be combined with standing water decontamination to ensure a complete decontamination of the vessel, inside and out.

Motor Flush

A motor flush is performed to remove high-risk standing water that may still be inside of a motor that was not fully drained. Even a properly drained inboard or inboard/outboard motor can contain small amounts of water that can act as vectors for microscopic organism transport. This procedure should only be performed if the watercraft in question has been on a body of water with an infestation of Asian clam, zebra mussel, or spiny waterflea within the past 5 days.

Standing Water Decontamination

This protocol is performed to kill zebra and quagga mussel veligers, spiny waterflea eggs, or other microscopic AIS in standing water that can't be fully drained from the vessel. This decontamination applies to interior compartments that contain water or have equipment that have come in contact with the waterbody. The interior compartments include, but are not limited to: livewells, bait wells, bilge areas, and ballast tanks.

These interior compartments of a watercraft are required to be decontaminated if they have been on a waterbody infested with Asian clam, zebra mussel, or spiny waterflea within the past five days. Equipment includes, but is not limited to: anchor, mooring and anchor lines, PFD's, swim platforms, inflatables, down-riggers, planing boards, water skis, wake boards, ropes, ice chests (used for bait or for holding fish), fishing gear, bait buckets, and stringers. Equipment decontamination is at the discretion of staff located at authorized watercraft inspection stations – high-risk equipment (most likely a muddy anchor) should be subject to decontamination.

Note: Decontamination is required in Vermont when it is deemed necessary by an authorized public access greeter, when decontamination equipment is available, and when other criteria listed above are fulfilled. Transportation of aquatic plants and other aquatic invasive species on a watercraft is also against the law. Remember, greeters do not have enforcement authority, but can contact law enforcement if needed. You may inform boaters of these laws but should not be confrontational.

Guidelines for Watercraft Decontamination

General Decontamination

1. Follow the standard operating procedures for your decontamination unit. Check all fluids on the decontamination unit to make sure it is ready to operate.
2. Connect the wand to the hose. Start the decontamination unit using the proper operating procedures for your unit.
3. Ensure water temperature reaches 140°F, unless sensitive areas (i.e. rubber hoses) are being treated. In that case, ensure water temperature is 120°F.
4. Decontaminate the exterior of the hull and trailer. Connect the 40° (white) nozzle with the use of the quick connect to the end of the wand. Start the decontamination unit. Keep the wand at a 45° angle and work methodically in one direction. On trailers, be sure to decontaminate the openings of the tubular frames. Do not use the wand to “scrub” the hull. Keep the tip of the wand within 12 inches of the hull and trailer as you move around the boat. Water temperature decreases approximately 15 to 20° per foot of distance when sprayed from a power nozzle.



WARNING: Use low pressure on all carpeted areas, decals, electrical connections, gimbal area on the inboard/outboard engine, interior compartments, transducers, and depth sounders and their wiring.

5. Turn off the decontamination unit when you have completed decontaminating all necessary interior compartments. Turn the burner off fist, then allow the engine to run until cool water is discharged, and then turn off the key.
6. Note “exterior decontamination” in the comment section of the data sheet. Remind the boater to CLEAN, DRAIN, and DRY their vessel.

Plant Decontamination

During the entrance and exit inspection, if any plant or plant fragment is found it must be hand removed and properly disposed of away from the lake by the inspector or boat operator. However, there may be a situation when plant material is caught between the hull of the vessel and the trailer bunk or roller, or is wrapped around the propeller or transducer, and can't be completely removed by hand. In these cases, decontamination of affected areas should be performed.

1. Start the decontamination unit using the standard operating procedures for your unit.
2. Apply low pressure 140°F water directly to the plants or plant fragments for 15 seconds.
3. Decontaminate areas where plants are located and can't be removed:
 - ✓ **Trailer's carpeted bunk:** Use 140°F water at low pressure. Move the low pressure hose slowly along the length of the bunk. Keep the tip of the wand/diffuser close to the bunk to maintain an even temperature.



- ✓ **Trailer's frame and rollers:** Use 140°F water at high pressure. Move the wand/diffuser slowly along the length of the trailer. Keep the tip of the wand/diffuser close to the trailer to maintain an even temperature.
 - ✓ **Propeller:** Use 140°F water at high pressure. Be thorough and remove 100% of the plant material.
 - ✓ **Transducer:** Use 140°F water at low pressure. The wiring and "water wheel" attached to this instrument dictate that low pressure is used in order to prevent damage.
 - ✓ **Interior compartments.** Follow standing water decontamination protocol.
4. Turn off the decontamination unit when you have completed decontaminating all necessary interior compartments. Turn the burner off first, then keep the wand trigger depressed until cool water is discharged, and then turn off the key.
 5. Note "plant decontamination" in the comment section of the data sheet. Remind the boater to CLEAN, DRAIN, and DRY their vessel.

Animal Decontamination

If you suspect that you have found mussels or other AIS you should decontaminate all affected areas. For an exterior decontamination, all affected parts of the vessel must be exposed to hot water at the appropriate temperature and pressure to ensure the AIS are dead and removed. If an exterior decontamination is warranted, then it is likely that the watercraft should also have inside compartments and the motor flushed.



Sample Collection and Specimen Identification

Greeters are not required to identify the material they remove during an inspection. However, if you would like to identify the sample, please follow the guidelines in the handout "*Intercepting Aquatic Organisms: What to do when an aquatic organism has been found during a greeter inspection*" and use the identification guides provided by VTDEC.

Contact VTDEC immediately at (802) 828-1535 if the watercraft was last in a body of water that does not have a known infestation of the plant or animal that was intercepted (see Appendix C: *Infested Water Bodies List*). For assistance in sample identification, please submit the collected sample via mail using the sample submission form (See Appendix D) and the instructions on that form.

Standing Water Decontamination of Interior Compartments

1. Follow the standard operating procedures for your decontamination unit.
2. Check all fluid levels of the decontamination unit. With the trigger squeezed, start the unit and purge the water until it runs clear.
3. Turn on the engine and the burner and measure the temperature of the water until the desired temperature is reached (120° F).
4. Start the decontamination by having the boat operator open all interior compartments that need to be decontaminated and remove plugs. Flush each compartment.
5. Use a laser thermometer and measure the temperature at the through-hull discharge port for that compartment. Continue flushing until the



exit temperature of the water reaches 120°F for 30 seconds. Be sure to keep the tip of the attachment close to the sides of the compartment to prevent temperature loss.

- Next, if equipped, have the boater turn on the discharge pump for the compartment, and run hot water through the pump system until discharge water reaches 120° F for 30 seconds.
- Turn off the decontamination unit when you have completed decontaminating all necessary interior compartments. Turn the burner off first, then allow the engine to run until cool water is discharged, and then turn off the key.
- Note “standing water decontamination of compartments” in the comment section of the data sheet. Remind the boater to CLEAN, DRAIN, AND DRY their vessel.



Standing Water Decontamination of Outboard Motors and Inboard/Outboard Engines – Motor Flushes

All decontamination stations will have clamp-style motor muffs for flushing of outboard and I/O motors. Follow these steps to decontaminate these engines:

- Attach the hose to the end of the wand (quick connect fitting).
- Attach the muff attachment to the hose.
- Make sure the motor/engine is completely lowered. Place the muff so that all the intake openings are completely covered. **If all intakes cannot be completely covered, then motor decontamination should not proceed so as not to damage the motor's impeller.**
- Start the decontamination unit following the standard operating procedures.
- Start the water by engaging the trigger. Check to make sure the intake openings are still covered on both sides and that the muff is tight.
- Stand clear of the propeller and have the boat operator start the motor/engine in Neutral.
- Flush the engine until the water temperature is 140°F for 120 seconds when measured by a laser thermometer at the discharge port(s).
- Have the boat operator turn off the motor/engine.
- Remove the muff and allow the motor/engine to completely drain before being raised
- Turn off the decontamination unit when you have completed decontaminating all necessary interior compartments. Turn the burner off first, then allow the engine to run until cool water is discharged, and then turn off the key.
- Note “standing water decontamination of compartments” in the comment section of the data sheet. Remind the boater to CLEAN, DRAIN, AND DRY their vessel.



Standing Water Decontamination of Inboard Engines and their Bilges

All inboard intakes, which are located on the bottom of the hull, have a cover over the opening that protects the engine from sucking up large particulates. Locate the intake opening before proceeding.

1. Attach the hose to the end of the wand (quick connect fitting) and then attach the fake-a-lake attachment.
2. The fake-a-lake must be placed snugly against the bottom of the hull covering the intake port for the inboard.
3. Start the decontamination unit following the standard operating procedures.
4. Start the water by engaging the trigger.
5. Stand clear of the propeller and have the boat operator start the engine in Neutral.
6. Flush the engine with low pressure water until the exit temperature of the water is 140°F for two minutes when measured with a laser thermometer at the discharge port(s).
7. Have the boat operator turn off the engine.
8. Remove the fake-a-lake from under the boat; disconnect the hose from the wand.
9. Turn off the decontamination unit when you have completed decontaminating all necessary interior compartments. Turn the burner off first, then allow the engine to run until cool water is discharged, and then turn off the key.
10. Note "standing water decontamination of compartments" in the comment section of the data sheet. Remind the boater to CLEAN, DRAIN, AND DRY their vessel.



Standing Water Decontamination of Ballast Tanks

1. Attach the hose to the end of the wand (quick connect fitting) and then attach the fake-a-lake attachment.
2. The fake-a-lake must be placed snugly against the bottom of the hull covering the intake port for the ballast tank. You may need the boat owner's assistance in identifying ballast intake ports. **DO NOT begin a ballast tank flush without being certain that you have identified the correct inflow port.**
3. Start the decontamination unit following the standard operating procedures.
4. Start the water by engaging the trigger.
5. Have the boat operator turn on the intake ballast pump. Fill it up with low pressure or until the exit water temperature reaches 120°F. If there is no ballast tank discharge pump, flush the ballast tanks with 120°F water for at least 3–5 minutes.
6. When the discharge water reaches 120° F, have the boat operator turn off the intake ballast pump. Release the trigger to stop the water flow.
7. Have the boat operator turn on the ballast tank discharge pump to drain the tank as much as possible.
8. Repeat these steps for every ballast tank. Ask the boater if they have multiple tanks.



9. Turn off the decontamination unit when you have completed decontaminating all necessary interior compartments. Turn the burner off first, then keep the wand trigger depressed until cool water is discharged, and then turn off the key.
10. Note “standing water decontamination of compartments” in the comment section of the data sheet. Remind the boater to CLEAN, DRAIN, AND DRY their vessel.



[Vermont's Gallery of Invaders](#) found at the [Aquatic Invasive Species Program Website](#)

Contacting Law Enforcement

Generally speaking, you should never hesitate to contact the authorities, whether a local warden or the state police, if you believe it to be warranted. They can decide if a certain situation requires their immediate response but are appreciative to be informed of all concerning activities at a public access. As a greeter, you serve as a deterrent against illegal activities at public access areas. Vermont Fish and Wildlife Department Wardens are aware of this and are usually eager to support you anyway they can. The coordinator of your program should provide the contact information of the warden, state police, and town sheriff/constable in your area. If not, please request that they do so.

Situations in which contacting the authorities is probably not necessary:

- ✓ Minor, accidental offenses.
 - If someone drives away with a non-invasive aquatic plant hanging off their trailer, especially if it wasn't noticed during the inspection process, a call to law enforcement is probably not necessary. Despite the boater technically being in violation of the law, it is unlikely that a warden would deem the situation worthy of response. If you notify a boater of a violation, and they ignore you or become belligerent, then you may consider notifying authorities.

Situations in which it is advised to contact a warden/state police/town constable:

- ✓ **ANY** time in which there is risk to public well-being. This includes:
 - Someone operating, or with the intent to operate, a vehicle (motor vehicle or watercraft) while under the influence of drugs or alcohol.
 - Physical altercations at the access area, or verbal altercations that you feel may escalate into physical altercations.
 - A serious injury at the public access area.
- ✓ Illegal drug use at the public access area.
- ✓ Intentional disregard for the law.
 - If a person is knowingly breaking the law (bait transport, transport of aquatic plants, refusal of warranted inspection or decontamination, others), you may call law enforcement if they continue to ignore regulations. Please refer to appendix A for abbreviated legislation regarding bait fish, aquatic invasive species transport, boat inspections and more.
- ✓ Any other time specified by your local warden.
 - It's a good idea to get to know your region's warden and ask them if there are other situations in which they would like you to contact them. For example, some wardens may want to be alerted about people swimming or walking dogs at the access area, which are non-permissible uses. Other wardens may only want to be notified of more egregious offenses.

Use your best judgement as to what constitutes the need for a call to law enforcement. When in doubt, do not hesitate to ask your local law enforcement.

If a law enforcement agent is contacted please contact your coordinator, who should also notify VTDEC of the intent. The law enforcement agent will take you information and then please return safely to work or home. **Greeters should in no way or manner take any further actions.**

As a greeter, you do not have any enforcement authority but can remind boaters that watercraft inspections and decontaminations are mandated in State statute.

Additional Resources

Vermont Invasive Species Patroller

Gain Experience in aquatic invasive species identification by attending a Vermont Invasive Patrollers (VIP) training session, you can expand your ability to communicate with aquatic recreators interested in invasive species. Here, you will receive more information about the biology of specific aquatic invaders in Vermont and add to your repertoire the ability to identify aquatic invasive species while on and in the water.

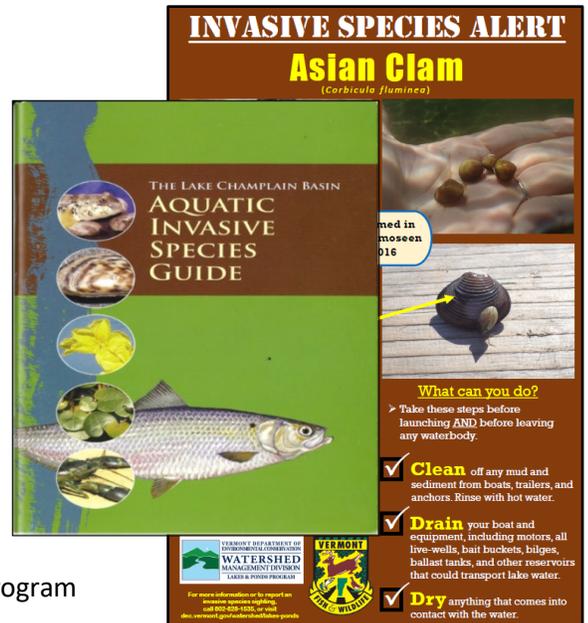


This knowledge will allow you to be even more effective in your role as a public access boat launch greeter. With VIP training you will also be able to contribute to reliable invasive species surveys of your favorite waterbodies, a task important to the success of early detection and management of aquatic invasive species. Contact VTDEC for more information.

Additional Education Opportunities

While it is not a requirement that greeters are familiar with the biology and life history of all invasive species and potential invaders of Vermont water bodies, this information is a valuable conversation piece to have available while interacting with and educating boaters as a public access greeter.

Being able to provide additional facts regarding invasive species and spread prevention practices (such as that found in the Aquatic Invasive Species Guide or on informational signage, pictured below) may increase your credibility as an invasive species expert. Gaining the trust of boaters and recreators is an important tool in creating an environment where you can effectively communicate the message of invasive species control and management. Visit the AIS Program Website for more in-depth information.



This manual, and all of the resources referenced therein, can be found online on the VTDEC Aquatic Invasive Species Program website at <http://dec.vermont.gov/watershed/lakes-ponds/aquatic-invasives>. Contact Kim Jensen at kimberly.jensen@vermont.gov or (802) 490-6120 with any questions, comments, or concerns about greeter programs or aquatic invasive species in Vermont.

- Relevant Vermont Legislation (See Appendix A)
- VTDEC Greeter Program Datasheet (See Appendix B)
- VT Infested Waterbodies List (See Appendix C)
- Intercept Reporting and Sample Submission Form (See Appendix D)

Appendix A

Aquatic Nuisance/Invasive Species Laws and Regulations

While greeters do not have any law enforcement or regulatory authority, it is important to be aware of the laws pertaining to aquatic invasive species so that you can inform the public. Below is an abbreviated reference to Vermont statute pertaining to aquatic invasive species.

10 V.S.A. § 1454. TRANSPORT OF AQUATIC PLANTS AND AQUATIC NUISANCE SPECIES

A person shall not transport an aquatic plant or, aquatic plant part, zebra mussels (*Dreissena polymorpha*), quagga mussels (*Dreissena bugensis*), Asian clam (*Corbicula fluminea*), fishhook waterflea (*Cercopagis pengoi*), rusty crayfish (*Orconectes rusticus*), spiny waterflea (*Bythotrephes longimanus*), or other aquatic nuisance species identified by the Secretary to or from any Vermont waters on the outside of a vehicle, boat, personal watercraft, trailer, or other equipment water. This section shall not restrict proper harvesting or other control activities undertaken for the purpose of eliminating or controlling the growth or propagation of aquatic plants and aquatic nuisance species.

A person transporting a vessel to or from a water shall, prior to launching the vessel and upon leaving a water, inspect the vessel, the motor vehicle transporting the vessel, the trailer, and other equipment, and shall remove and properly dispose of any aquatic plants, aquatic plant parts, and aquatic nuisance species. It shall be a violation of this section for a person transporting a vessel to or from a water to not have the vessel, the motor vehicle transporting the vessel, the trailer and other equipment inspected and decontaminated at an approved watercraft inspection station prior to launching the vessel and upon leaving a water if:

- (1) an aquatic nuisance species inspection station is maintained at the area where the vessel is entering or leaving the water;
- (2) the aquatic nuisance species inspection station is open; and
- (3) an individual operating the aquatic nuisance species inspection station identifies the vessel for inspection or decontamination.

When leaving a water of the State and prior to transport away from the area where the vessel left the water, a person operating a vessel shall drain the vessel, trailer, and other equipment of water, including water in live wells, ballast tanks, and bilge areas. A person is not required to drain: (i) baitboxes when authorized to transport bait away from a water; or (ii) vehicles and trailers specifically designed and used for water hauling. A person operating a vessel shall drain the vessel, trailer, and other equipment of water in a manner to avoid a discharge to the water of the State.

When a person transports a vessel, the person shall remove or open the drain plugs, bailers, valves, and other devices that are used to control the draining of water from ballast tanks, bilge areas, and live wells of the vessel, trailer, and other equipment. Vehicles and trailers specifically designed and used for water hauling, and emergency response vehicles/equipment are exempt from this. If staff of an approved aquatic nuisance inspection station observe a violation of the above, staff shall notify the person transporting the vessel.

VERMONT AGENCY OF AGRICULTURE, FOOD & MARKETS QUARANTINE #3 - NOXIOUS WEEDS

Whereas, the Vermont Agency of Agriculture, Food & Markets having found that certain noxious weeds outcompete and displace plants in natural ecosystems and managed lands; and Whereas, competition and displacement of plants by certain noxious weeds has significant environmental, agricultural and economic impacts; and Whereas, it has been determined to be in the best interest of the State of Vermont to regulate the importation, movement, sale, possession, cultivation and / or distribution of certain noxious weeds: Therefore, the State of Vermont is hereby establishing this noxious weed quarantine regulation in order to protect Vermont's environmental and economic resources.

TRANSPORT OF LIVE FISH AND USE OF BAITFISH – SUMMARY OF KEY RULES

Baitfish regulations are designed to protect Vermont's fish populations and fishing opportunities by managing the movement of baitfish to prevent the introduction or spread of fish diseases and other aquatic invasive species. New regulations, effective January 1, 2020, provide more flexibility for anglers by allowing the movement of baitfish from one waterbody to another through a zone system.

- Establishes an east and a west baitfish zone within which baitfish can be used (not between).
- Establishes a list of black-list waters that have high fish disease or invasive species risk. Baitfish can be used on these waters but may not be used on other waters.
- Establishes new baitfish holding rules that account for baitfish zones and black-list waters.
- Allows anglers to harvest and move approved wild baitfish species from waterbodies through a wild baitfish endorsement that can be added at no cost to an angler's fishing/combination license.

Commercially Purchased Baitfish:

- A person purchasing baitfish shall retain a transportation receipt issued by a state-approved commercial bait dealer, authorizing transportation of baitfish overland by motorized vehicle. Greeters do not have the power to demand proof of the transportation receipt - only a law enforcement official may do so.
- A transportation receipt shall be valid 4 days to 10 days from time and date of sale.
- Allows commercial baitshops to harvest approved wild baitfish species from a baitfish zone (i.e rainbow smelt, white sucker, etc.) and sell them to anglers for use in that same baitfish zone.
- Anglers shall not transport baitfish away from state waters by motorized vehicle. Unwanted baitfish shall be discarded dead in the water, on the ice, or safely disposed of in the trash.
- Anglers may purchase baitfish from a New York bait shop for use on Lake Champlain only, provided the bait shop is Vermont-licensed, and the baitfish is accompanied by a Vermont-issued baitfish transportation receipt. Likewise, anglers may purchase baitfish from a New Hampshire bait shop for use on the Connecticut River and its setbacks only, provided the bait shop is Vermont-licensed, and the baitfish are accompanied by a Vermont-issued baitfish transportation receipt.

Note: As a greeter, you do not have the authority to require a boater to present a bait receipt, and you should NOT ask for such a receipt. Water provided by a certified bait shop for the purpose of transporting legal live bait is considered to be sterile and allowable under the law. You do not need to request that this water be drained.

Appendix B Greeter Program Datasheet

2020 Vermont Public Access Greeter Inspection Field Sheet														
Date (mm/dd/yy):			Waterbody:					Greeter:						
Time	Launch/ Retrieve	Watercraft type	Last waterbody visited (Name)	Last waterbody visited (Access)	Last waterbody visited (Town)	Last waterbody visited (State)	Used in last 14 days? (Y/N)	Trip Purpose	Familiar with AIS? (Y/N)	Inspected (Y/N)	Plant or animal material found? (Y/N)	Invasive Species? (list)	Decom? (Y/N)	Comments
1														
2														
3														
4														
5														
6														
7														
8														
9														
10														
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Time: Please use military (24-hour) time – 1:00 pm is 1300; 2:00 pm is 1400; 3:00 pm is 1500, etc.

Watercraft type: OM=outboard motorboat; IM=inboard motorboat or inboard/outboard motorboat; Jet ski; S=sailboat; C=canoes; K= kayak; R=rowboat; OTR=other (please explain)

Purpose of trip: F = Fishing; C = Commercial; G = Governmental; R = Other/recreation (swimming, wildlife viewing, pleasure cruising, etc.)

Species: EMM for Eurasian watermilfoil; WVC for water chestnut; CLP for curly-leaved pondweed; ZM for zebra mussel; BN for brittle naiad; etc. WRITE IN ANY OTHER SPECIES

Appendix C Vermont Infested Waterbodies List

List of Vermont waterbodies with a confirmed presence of an aquatic invasive species May, 2020	Aquatic Invasive Species Key:													
	AL - alewife							RC - rusty crayfish						
	AC - Asian clam							SS - starry stonewort						
	BN - brittle naiad							SWF - spiny waterflea (FWF - fishhook waterflea)						
	CLP - curly-leaf pondweed							VLM - variable-leaved watermilfoil						
	EF - European frogbit							WC - water chestnut						
	EWM - Eurasian watermilfoil							ZM - zebra mussel						
	<i>These species are considered the most problematic in Vermont.</i>													
	Waterbody	Town	AL	AC	BN	CLP	EF	EWM	RC	SWF	SS	VLM	WC	ZM
	Arrowhead Mountain Lake	Milton				X		X						
Austin Pond	Hubbardton						X							
Beaver Pond	Proctor						X							
Beaver Wetland	Mendon						X							
Beebe Pond	Hubbardton				X		X							
Berlin Pond	Berlin						X							
Big Marsh Slough	Highgate					X	X				X	X		
Black Creek Marsh	St. Albans				X							X		
Black Pond	Hubbardton				X		X							
Black River	Springfield						X	X						
Blissville Wetland Pond	Blissville											X		
Bomoseen, Lake	Castleton		X	X	X	X	X					X	X	
Broad Brook	Vernon						X							
Brookside Pond	Orwell					X						X		
Brownington Pond	Brownington						X							
Bullis Pond	Franklin				X							X		
Burr Pond	Sudbury				X		X							
Cabot Clark Marsh	Highgate											X		
Carmi, Lake	Franklin	X			X		X							
Castleton River	Castleton						X							
Cedar Lake	Monkton						X							
Champlain, Lake - Burlington Bay		X			X		X		X				X	
Champlain, Lake - Isle LaMotte		X			X	X	X		X				X	
Champlain, Lake - Main Lake		X			X	X	X		X/FWF			X	X	
Champlain, Lake - Mallets Bay		X			X		X		X				X	
Champlain, Lake - Missisquoi Bay		X			X	X	X				X	X	X	
Champlain, Lake - Northeast Arm		X			X		X		X				X	
Champlain, Lake - Otter Creek		X			X	X	X		X			X	X	
Champlain, Lake - Port Henry		X			X	X	X		X			X	X	
Champlain, Lake - Shelburne Bay		X			X	X	X		X				X	
Champlain, Lake - South Lake		X		X	X	X	X		X		X	X	X	
Champlain, Lake - St. Albans Bay		X			X	X	X		X			X	X	
Chipman Pond	Tinmouth						X							
Clay Brook	Warren						X							
Clyde Pond	Derby						X							
Coggman Creek													X	
Coggman Pond	West Haven				X		X					X		
Connecticut River	Brattleboro			X				X				X		
Connecticut River, Herricks Cove	Rockingham						X							
Connecticut River, Hoyts Landing	Springfield				X		X							
Connecticut River, TransCanada launch	Concord						X							
Connecticut River, Wilder Dam	Hartford						X							
Cranberry Pool	Highgate				X	X						X		
Crystal Lake	Barton						X							
Daniels Pond	Glover				X									
Dead Creek	Ferrisburgh											X		
Dead Creek	Highgate						X					X		

Waterbody	Town	AL	AC	BN	CLP	EF	EWM	RC	SWF	SS	VLM	WC	ZM
Derby Lake	Derby						X			X			
Deweys Mill Pond	Hartford						X						
Dog River	Berlin							X					
Dunmore, Lake	Salisbury						X						?
East Creek	Orwell											X	
Echo Lake	Hubbardton						X						
Eligo, Lake	Greensboro						X						
Elmore, Lake	Elmore						X						
Fairfield Pond	Fairfield				X		X						
Fairfield Swamp Pond	Fairfield						X						
Fairlee, Lake	Thetford						X						
Fern Lake	Leicester			X	X		X						
Forest Lake	Calais				X								
Frog Pond	Orwell						X						
Gale Meadows Pond	Londonderry						X						
Glen Lake	Castleton				X		X						
Great Hosmer Pond	Craftsbury						X						
Half Moon Pond	Hubbardton				X								
Halls Lake	Newbury						X				X		
Hinkum Pond	Sudbury						X						
Horton Pond	Benson			X	X							X	
Hortonia, Lake	Hubbardton			X	X	X	X						
Hough Pond	Sudbury				X		X						
Indian Brook Reservoir	Essex						X						
Iroquois, Lake	Hinesburg				X		X						
Kent Pond	Killington						X						
Lamoille River	Milton						X	X					Canada
LaPlatte River	Shelburne				X	X	X						
Leicester River	Salisbury						X						
Lemon Fair River	Orwell											X	
Lewis Creek	Ferrisburgh						X	X					
Lily Pond	Poultney				X		X					X	
Line Pond	Barnard						X						
Little Pond	Wells				X		X					X	
Long Pond	Eden						X						
Lower Pond	Hinesburg					X	X						
McCabes Brook	Shelburne						X						
Metcalf Pond	Fletcher						X						
Lake Memphremagog	Newport Town				X		X			X			
Mill Pond	Windsor						X						
Mill Pond (Parson's Mill)	Benson						X					X	
Mill River	St. Albans					X							
Missisquoi River	Highgate						X	X					
Morey outlet brook	Fairlee						X						
Morey, Lake	Fairlee						X	X					
North Hartland Reservoir	Hartland						X						
North Montpelier Pond	East Montpelier						X						
North Springfield Reservoir	Springfield						X					X	
Old Marsh	Fair Haven				X								
Ompompanoosuc River	Norwich						X	X					
Otter Creek	Ferrisburgh						X					X	
Paran, Lake	Bennington				X		X					X	
Pelkeys Swamp	Benson					X	X					X	
Phillips	Benson			X	X							X	
Pike River	Berkshire							X					
Pinneo, Lake	Hartford						X						

Waterbody	Town	AL	AC	BN	CLP	EF	EWM	RC	SWF	SS	VLM	WC	ZM
Porter Lake	Ferrisburgh				X		X					X	
Poultney River	Poultney						X						
private pond	Arlington						X						
private pond	Hinesburg						X						
private pond	St. Albans						X						
Rescue, Lake	Ludlow						X						
Richville Pond	Shoreham				X		X					X	
Rock River	Highgate					X	X					X	
Root Pond	Benson				X							X	
Round Pond	Newbury						X						
Rutland City Reservoir	Rutland Town						X						
Sadawga Pond	Whitingham				X		X						
Salem Lake	Derby						X						
Shadow Lake	Glover						X						
Shaftsbury	Shaftsbury											X	
Shelburne Pond	Shelburne				X	X	X						
Singing Wetland	Bennington				X		X					X	
Spectacle Pond	Brighton			X									
St. Catherine, Lake	Wells	X			X		X					X	
Star Lake	Mount Holly						X						
Stevens Brook	Maidstone						X						
Stoughton Pond	Weathersfield						X						
Sunrise Lake	Benson						X						
Sunset Lake	Benson			X	X		X						
Ticklenaked Pond	Ryegate						X						
Thorp Brook	Charlotte							X					
Vergennes Watershed (Norton Brook)	Bristol						X						
Waterbury Reservoir	Waterbury			X									
West River	Brattleboro						X						
White River, various locations								X					
Whitney Creek	Addison						X					X	
Williams River	Rockingham						X	X					
Willoughby, Lake	Westmore						X						
Winona, Lake	Bristol					X	X						
Winooski River	Colchester						X	X					

Species	Total Number of Waterbodies
AL - alewife	3
AC - Asian clam	1
BN - brittle naiad	10
CLP - curly-leaf pondweed	37
EF - European frogbit	13
EWM - Eurasian watermilfoil*	99
RC - rusty crayfish	13
SS - Starry Stonewort	2
SWF -spiny water flea	1
VLM - variable-leaved watermilfoil	3
WC - water chestnut	33
ZM - zebra mussel	2

* 2019 Numbers incorrectly counted

Appendix D

Aquatic Specimen Submission Form

Keep the sample in a cool place until it is mailed, then follow the directions below to mail this completed form with the sample (Monday – Wednesday only) at the address below. Questions? Call (802) 828-1115.
ATTN: Plant Sample, VTDEC – Watershed Management Division
1 National Life Drive, Davis 3, Montpelier, VT 05620-3522.

Name: _____ Phone: _____
Email Address: _____

Are you a: VIP Greeter Other Waterbody: _____ Town: _____

If a Greeter, was this sample collected during a boat inspection? Yes No

If **yes**, name of previously visited water body: _____

If **no**, description of the location of collection: _____

Suspected Species ID: _____ Date Collected: _____

Have you contacted VTDEC? Yes No If **yes**, with whom did you speak:

Sample Packaging Directions:

- Please wrap a representative piece (collect 8 – 12 inches of a plant specimen, including any flowers or fruit, if possible) in a wet paper towel and place it into a sealable plastic bag.
- If there is more than one species obtained per waterbody, individually wrap them.
- If there are samples from more than one water body, divide the samples into separate plastic bags and clearly mark the different locations on the bags.
- Place the plastic bags in a manila envelope and mail the sample to the address above or use the mailing label below.



ATTN: Aquatic Specimen
VTDEC – Watershed Management Division
1 National Life Drive, Davis 3
Montpelier, VT 05620-3522

Are you a: VIP Greeter Other

Contacts

Aquatic Invasive Specie Management

Kimberly Jensen

Email: Kimberly.Jensen@vermont.gov

Phone: (802) 490-6120

Vermont Department of Fish & Wildlife, Facility and Lands Administration

Mike Wichrowski

Email: Mike.Wichrowski@vermont.gov

Phone: (802) 917-1347

Vermont Department of Fish & Wildlife Law Enforcement

Phone: (802) 828-1529 or (802) 828-1483

See Vermont Department of Fish and Wildlife Laws and Regulations handbook for individual warden contact information.

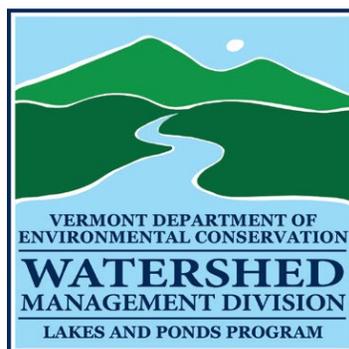
Aquatic Invasive Species Management

1 National Life Drive, Davis 3

Montpelier, VT 05620-3522

Phone: (802) 828-1115

www.dec.vermont.gov/watershed/lakes-ponds



The Vermont Department of Environmental Conservation is an equal opportunity agency and offers all persons the benefits of participation in each of its programs and competing in all areas of employment regardless of race, color, religion, sex, national origin, age, disability, sexual preference, or other non-merit factors.