

Glacierland Clean Boats Clean Waters Manitowoc & Kewaunee
Project No. AEPP-459-15
Glacierland RC&D

Final Report
October 21, 2016

Background

Glacierland Resource Conservation & Development (RC&D) received a WDNR Aquatic Invasive Species (AIS) education grant for 2015 and 2016 to hire two Clean Boats/Clean Waters (CBCW) Inspectors that would provide a core boat inspection program on inland lakes in Kewaunee and Manitowoc County. Boat inspectors targeted inland lakes in Manitowoc and Kewaunee counties that receive considerable boating pressure as identified by the project coordinator.

Volunteers as a group had not been able to provide a significant force or AIS effort on most lakes in the NE region, critical in the early development of AIS education efforts. Many of these inland lakes were found to have multiple AIS species, indicating a systemic mechanism of AIS introduction that needs to be broken. Current water guard funding was too limited to reach our area lakes on a regular basis.

The boat inspectors were not assigned to boat launches on Lake Michigan because they were being staffed by UW Sea Grant Institute student interns.

Tom Ward is currently the AIS coordinator for the Manitowoc County Lakes Association and has hired and supervised boat inspectors hired on the previous three grants. Kewaunee County has not been involved with AIS programming and this grant allowed for a presence of AIS education on their inland lakes.

Project Summary

In 2015 two local retirees/anglers from the County were hired to conduct boat inspections. In the past, on other projects, college interns had been hired as boat inspectors, but it was difficult to have them trained and ready to work with the public by Memorial Day weekend. It was also not uncommon to have students accept a position in April and take a different internship that offered more hours by end of May. In 2014, inspections did not begin until mid to late June because of student turnover.

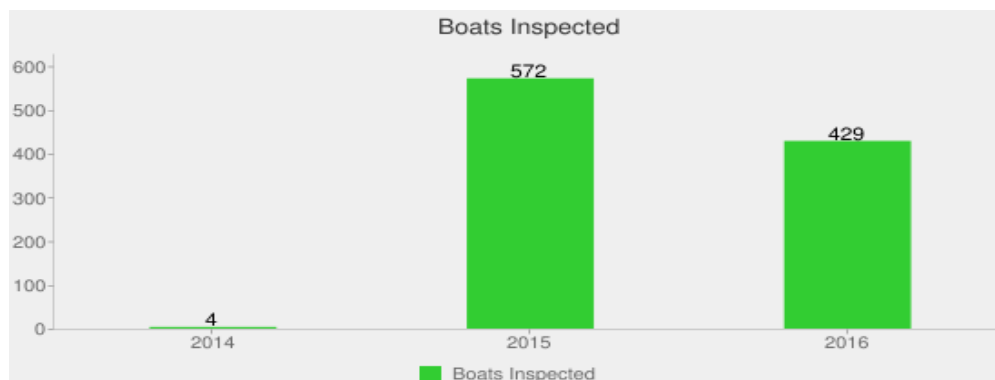
Dave Pozorski was hired as a 2015 boat inspector. He worked the summer of 2014 as a boat inspector and was trained with the new inspection forms and procedures. He served as a past president of the County Lakes Association, has a strong background with AIS issues for each lake, and is well known by many of the boaters. Ron LaFond was hired as the second inspector in 2015. As an avid fisherman he is very familiar with the lakes in both Manitowoc and Kewaunee counties and enjoyed greeting the boaters. Having local retired inspectors was advantageous in regard to their experience with AIS issues, familiarity with the lake systems and their users, as well as with their flexibility to work holidays and weekends. Ron LaFond continued to work in 2016. His experience from the previous year negated the need for re-training. Ron worked primarily on weekends and donated significant match to the project.

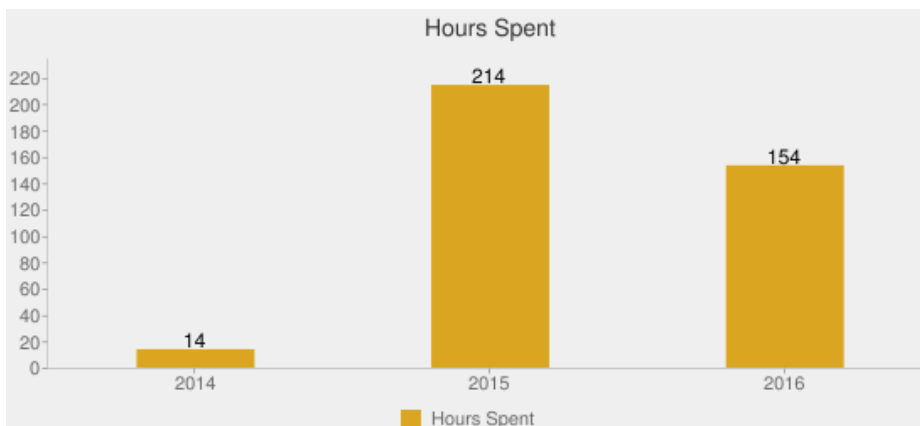
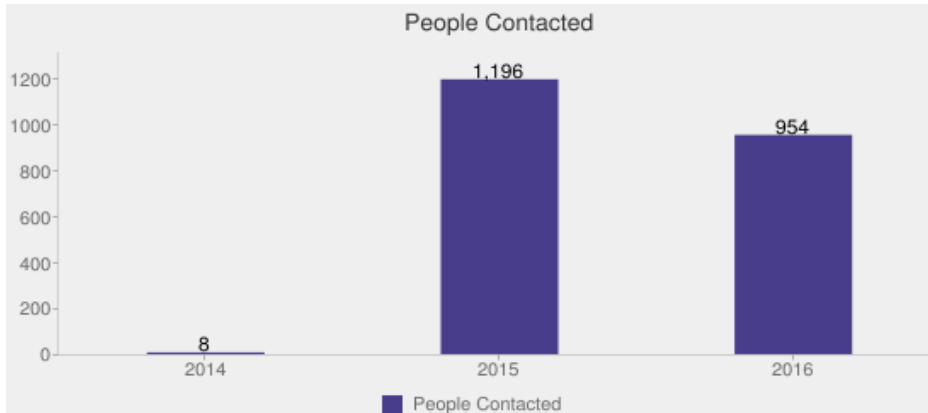
In both 2015 and 2016, there was less boat traffic early in the season than there had been in previous years. Inspections continued through mid-August and many boaters were reached. Typically, most boaters can effectively be reached by starting inspections the end of May and continuing them through the end of July since August boating usage drops off in most years. In both the 2015 and 2016 seasons, it wasn't until the end of July that the inspectors were starting to see a high percentage of boaters that had been contacted at least once that season, which resulted in a high number of boaters with first time contacts.

We participated in the 2015 and 2016 Draining Campaign in June by handing out the ice packs which were very popular with boaters and were an excellent method to start conversations with boaters. This hand-out provided an opportunity to converse without giving boaters the impression that they were being interrogated. Overall this year, we had far fewer boaters who thought they were being bothered by the questions. During the Landing Blitz in July we handed out towels to non-anglers and ice packs to the anglers. All the towels and icepacks provided by Clean Boats Clean Waters program were distributed this season.

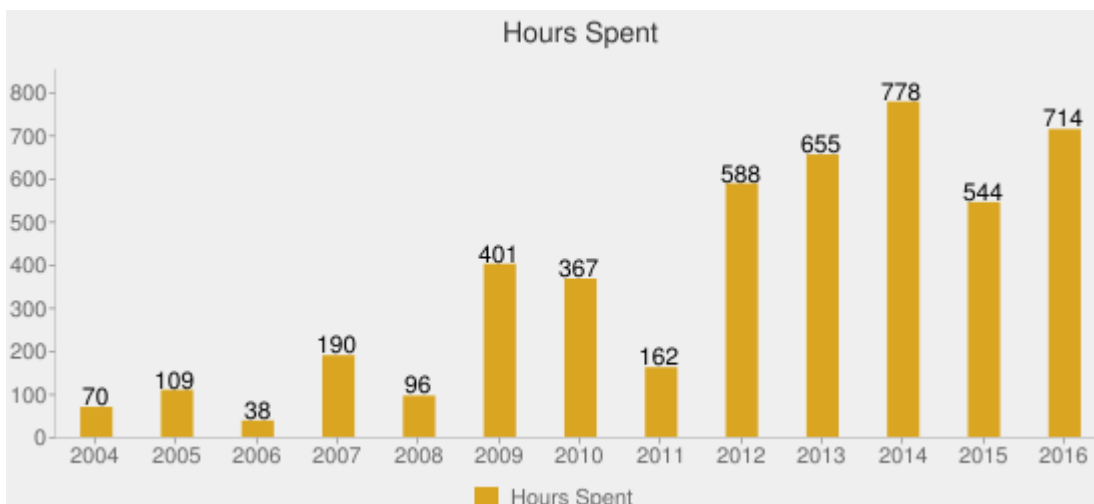
Our inspectors focused on the education emphasis of the new inspection forms; identifying with boaters which lakes are spreader lakes, treating all water as contaminated and emphasizing the use of boat cleaning stations and bleach solution treatment. Education efforts also focused on the several lakes with hybrid Eurasian Water Milfoil (EWM) and how not to spread it to other lakes. English Lake has had consecutive herbicide treatments of hybrid EWM with very little success in controlling this invasive.

Project efforts are summarized in the following graphs that illustrate; the number of boats inspected and people contacted as well as the number of hours spent conducting inspections.





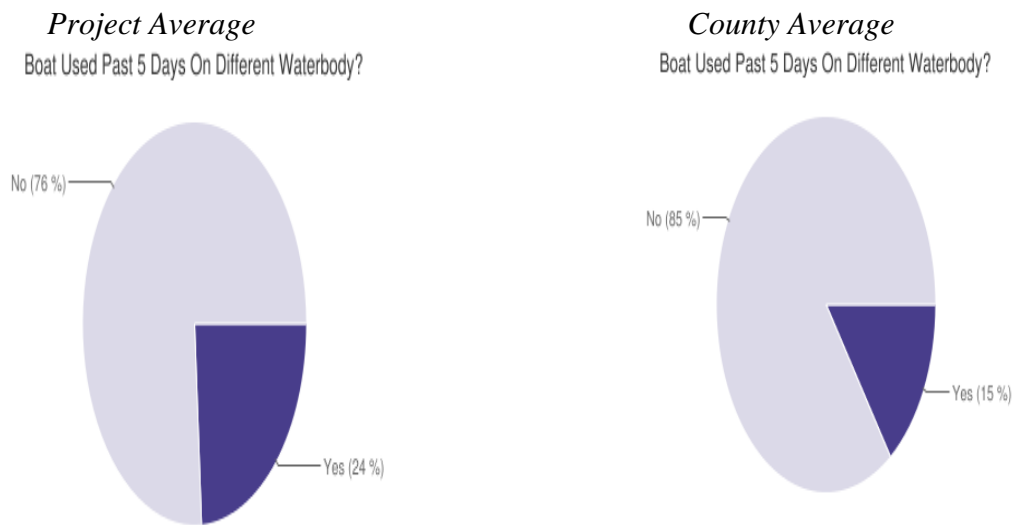
This project complimented other efforts to educate boaters in the region on AIS Clean Boats procedures. Prior to 2011, the volunteer inspection efforts were not significant enough to have an impact on Clean Boats education and the need for paid boat inspectors became apparent. This project helped to meet that need.



Boater Trends

When boaters re-enter a lake within five days of boating in a different waterbody, the risk of spreading AIS is increased; in Manitowoc County we do have bleach boat cleaning stations that are being used by most boaters. Many of the boaters in Manitowoc County are weekend users, and because boat inspections were conducted on weekends, there is a lower percentage of boaters re-entering waterbodies because of the five days of drying time in-between weekends. Many of the boaters who were frequenting different waters did so over holiday weekends.

This project had 24% boaters who used their boat on other waters compared to the Manitowoc County average of 15%. This project focused on our larger lakes with high boater traffic and those tend to have more out of county boaters. The county wide data includes data from Lake Michigan, where users tend to stay on that one lake.



The percentage of people contacted more than once is higher for this project (44%) than the county average (21%) because this project focused on the busier boat launches. Repeat contacts were generally not made until the end of July. In the 2016 season, a number of boaters remembered being contacted in 2015.

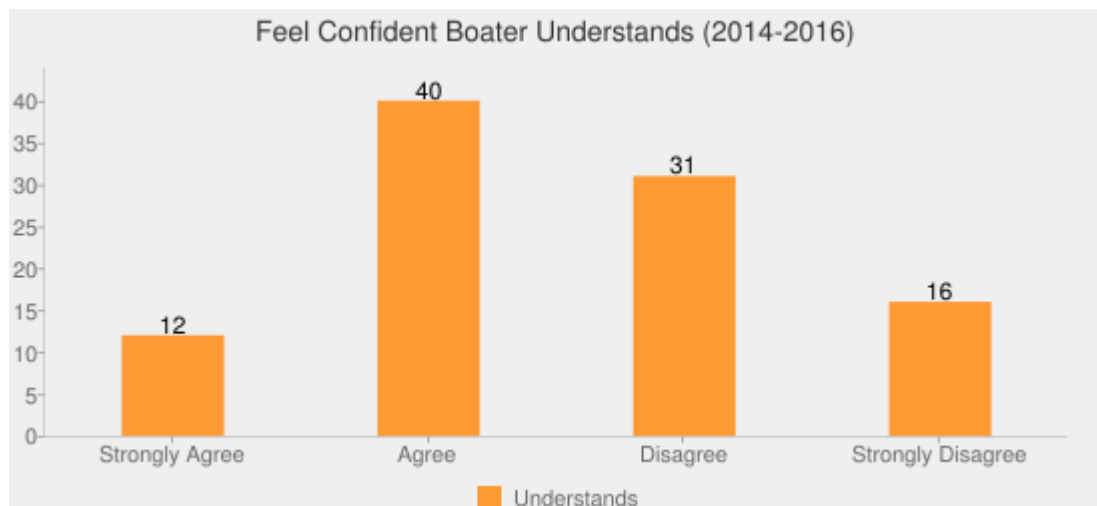
Discussion of Knowledge level of Clean Boat Procedures

In 2015 a new boat inspection recording form was utilized that emphasized a dialog and education process with the boater regarding methods and need to prevent the spread of AIS. Inspectors were trained on a history of AIS efforts and concerns of each lake they worked on with an emphasis on why they should use the boat cleaning stations and treat waters as contaminated with AIS. The process helped boaters to understand why the Clean Boats Procedures are needed and what local efforts and expenditures are being made to control and reduce the spread of AIS. Most boaters know to clean their boats off; our goal was to get boaters thinking about other steps to take as they use our public waters.

Boat inspectors were trained to evaluate the knowledge level of boaters prior to discussing the CBCW Procedures with the boater by rating their confidence in the boaters' level of understanding. If boaters failed to take clean boat steps or were not familiar with CBCW, inspectors rated their confidence that the boaters understood the CBCW procedures as

“Strongly Disagree.” If boaters only knew to clean the boat, but were not aware of the other steps, inspectors rated their confidence in the boaters’ knowledge as “Disagree.” If boaters knew the procedures, the ratings were Agree or Strongly Agree.

Fifty-two percent of the boaters on this project were very knowledgeable of CBCW procedures compared to less than 20% in 2008 when MCLA started the AIS education programing; 47% still needed to be shown the procedures. Sixteen percent were not aware of any of the procedures and included a few individuals who did not want to comply. This population most likely represents first time boaters who recently purchased a boat or are just getting back into boating and will need to be educated on CBCW procedures annually.



Summary of Conclusions and Recommendations

This project was successful in raising the knowledge level of AIS prevention measures in northeast Wisconsin and particularly in Manitowoc and Kewaunee Counties. Due to the small number of inland lakes in Kewaunee County it wasn’t practical for that County to have an AIS program. This project complimented the Manitowoc County Lakes Association AIS educational program by assuring a targeting of boaters on spreader lakes at an adequate and efficient level during the most intense boating months, June, July and August. Only one waterbody, Gass Lake in Manitowoc County, was to found to have a new introduction of AIS during the project period.

Other grant programs require 200 hours of inspections per boat landing per year, but this project expended the same number of hours on twenty lakes. This project better met the needs of the area by moving inspectors to launches that were experiencing increased usage due to weather, fishing success or algal blooms. Once most boats were inspected at one lake, the inspector moved on to another landing. By coordinating with volunteers and the MCLA inspector, active boat launches were covered by an inspector every weekend. When the launch that a boat inspector was at was inactive, the inspector moved to an active lake. This flexibility made the project efficient and effective.

In 2017 Manitowoc County will be in the last year of their AIS educational grant and CBCW project. The data shows that a majority of boaters are doing a good job, but there will continue

to be a percentage of new boaters that will need to learn the procedures and as well as a population of existing boaters that will need oversight to insure compliance with the procedures.

Boat inspection Summary Data

Landing	Station ID	Boats Inspected 2014	Boats Inspected 2015	Boats Inspected 2016	Boats inspected MCLA project 2016
Becker Lake -- Access	10019187	0	0	4	0
Bull Head Lake -- Access at End Of Bullhead Lake Ln	10019449	0	61	56	15
Carstens Lake -- Boat Landing	363373	0	19	28	10
Cedar Lake -- Access Nr Split Rail Rd	10019218	0	124	37	107
English Lake -- Access at SW Side Of Lake (Nr Lake Rd)	10019217	0	62	26	7
Gass Lake -- Access at NE Side Of Lake	10019447	0	0	2	2
Harpt Lake -- Access at N End Of Lake Nr Lake Rd	10019670	0	12	15	2
Hartlaub Lake -- Access at NW Side Of Lake W	10019451	0	9	0	0
Heidmann Lake -- Access at S Side Of Lake Nr Bolt Rd	10019461	0	8	15	0
Horseshoe Lake -- Access at End Of Northwood Ln	10019450	0	21	39	11
Long Lake -- Access Nr Long Lake Rd	10019452	0	150	120	61
Pigeon Lake -- Access at End Of Autumn Ridge Dr	10019445	0	38	40	21
Rockville Flowage - Sheboygan River Ramp Kiel	10020011	0	0	2	0
Shea Lake -- Access at Park At S End Lake	10019459	0	16	11	0
Shoe Lake -- Access at NE Side Of Lake	10019455	2	1	1	0
Silver Lake -- Access at Just Off Hwy 151 Manitowoc	10019640	2	8	7	0
Spring Lake -- Access at N Side Of Lk Off E Spring Lake Rd	10019448	0	14	12	0
Tuma Lake -- Access at End Of Lake Rd	10019446	0	3	2	0
Weyers Lake -- Access at S Side Of Lake	10019296	0	1	0	0
Wilke Lake -- Access at S End Of Lake Nr Vogel Ln	10019454	0	25	12	9