

## **APPENDIX C**

### **Adult Returns from Previous and In-progress Studies**

Appendix Table C1. Snake River wild spring/summer chinook salmon studies.

Tagging year	Juvenile fish numbers		Returns by Age-class			SAR		T/I	95% C.I.	Status
	Transport	Inriver	Jack	2-ocean	3-ocean	Transport	Inriver			
2003	7,118	43,108	1	–	–	–	–	–	–	In-progress
2002	4,970	34,059	28	234	–	–	–	–	–	In-progress
<b>2001</b>	<b>16,512</b>	–	<b>21</b>	<b>113</b>	<b>25</b>	<b>0.95</b>	–	–	<b>(0.84, 1.11)</b>	<b>Completed</b>
2000*	17,367	26,329	16	263	355	1.47	1.44	1	(0.9, 1.1)	Completed
1999	8,384	1,920	11	164	27	2.1	1.35	1.6	(1.0, 2.4)	Completed
1998	5,689	2,932	6	42	14	0.6	0.95	0.6	(0.4, 1.0)	Completed
1996	7,949	3,915	1	8	3	0.11	0.08	1.5	(0.5, 7.5)	Completed
1995	24,066	6,794	1	70	36	0.38	0.22	1.7	(1.1, 2.6)	Completed

\* Transport group formed of fish collected and transported from Little Goose Dam, adjusted with Sandford and Smith (2002).

Appendix Table C2. Snake River hatchery spring/summer chinook salmon studies.

Tagging year	Juvenile fish numbers		Returns by age-class			SAR		T/I	95% C.I.	Status	Annual report containing final results
	Transport	Inriver	Jack	2-ocean	3-ocean	Transport	Inriver				
1999	42,273	16,664	99	935	41	1.97	1.45	1.4	(1.2, 1.6)	Completed	2001
1998	39,596	23,552	48	297	34	0.62	0.57	1.1	(0.9, 1.4)	Completed	2001
1996	35,632	20,186	7	43	22	0.13	0.1	1.2	(0.8, 2.0)	Completed	1999
1995	83,064	25,757	34	444	70	0.54	0.32	1.7	(1.4, 2.1)	Completed	1998



Appendix Table C3. Upper Columbia River hatchery spring/summer chinook salmon studies.

Tagging year	Juvenile fish numbers			Returns by Age-class			SAR		T/I	95% C.I.	Status	Annual report containing final results
	Transport	Bypass <sup>a</sup>	Inriver	Jack	2-ocean	3-ocean	Transport	Inriver				
2003	31,323	37,469	– <sup>b</sup>	109	–	–	–	–	–	–	In progress	Fall 2006
2002	50,381	–	– <sup>b</sup>	36	607	–	–	–	–	–	In progress	Fall 2005

a “Bypass” fish were fish guided, then bypassed back to the river through the full-flow outfall pipe; they did not enter the collection facility. This passage route was not used in 2002.

b The “Inriver” number has not been determined at this time.