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A PRELIMINARY REPORT ON GREATER SNOW GOOSE AND ATLANTIC BRANT INVESTIGATIONS NEAR FOXE BASIN AND NORTHERN BAFFIN ISLAND, NWT, AUGUST 1980

(Revised)

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Canadian Wildlife Service

Quebec Region

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INTRODUCTION

This report deals with the results of field investigations conducted during the summer of 1980 near Foxe Basin and Northern Baffin Island, NWT, in conjunction with a 3-year arctic goose research project sponsored jointly by the Canadian Wildlife Service (CWS), the United States Fish and Wildlife Service (USFWS) and the Atlantic Flyway Council (AFC). Other aspects of the project have been described in earlier reports (Reed *et al.* 1980, Dupuis 1979, Ankney and Abraham 1979, Abraham and Ankney 1980). The work described in the present report relates primarily to:

1) Aerial surveys on northern Baffin Island and adjacent areas to document the distribution and relative abudance of Greater Snow Geese *(Anser caerulescens atlanticus)* . This was the second of a 3-year study aimed at updating our knowledge on the distribution of this expanding population so that ecological stresses on the bird and its arctic habitats can be better understood and acted upon.

2) Banding of Atlantic Brant *(Branta bernicla hrota)* on North Spicer Island. In 1980, this newly discovered breeding site (Reed *et al.* 1980) was added to the banding stations which were operated on Southampton Island in 1979. Through the use of coded gravoply leg bands, which can be individually identified on free-living birds with the use of a telescope, we are seeking to learn, among other things, the extent of overlap of wintering and staging areas of birds from different breeding sites. That knowledge will be useful in appraising the impacts of severe but localized die-offs which occasionally occur on the wintering quarters.

3. Miscellaneous studies which include: continued reconnaissance of potential goose habitat in the eastern arctic; examination of Snow Geese from a newly discovered breeding site on the Melville Peninsula so as to determine their racial status;

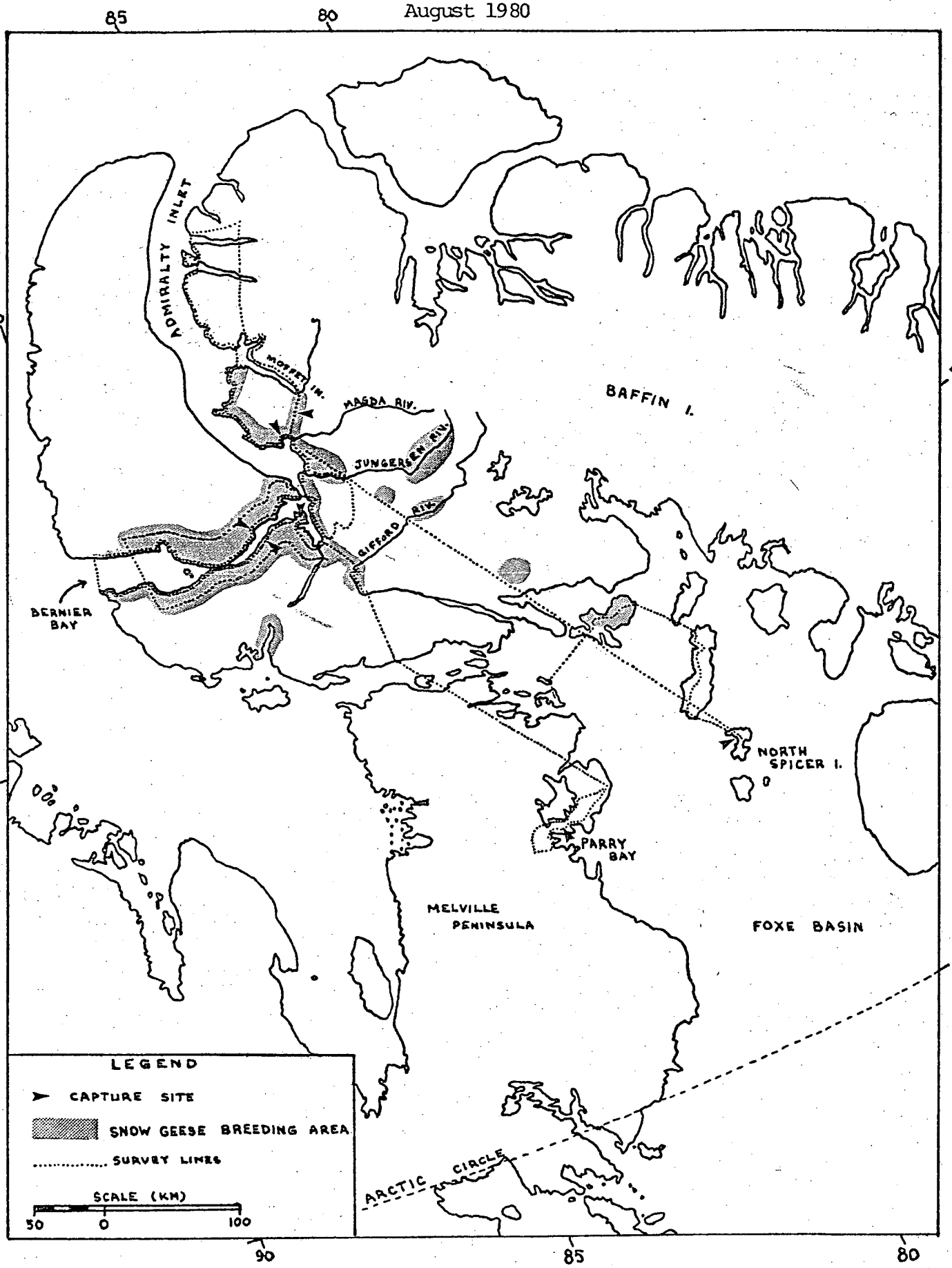
banding and radio-marking a small sample of Greater Snow Geese from northern Baffin Island; continued recording of ornithological observations in the eastern arctic.

LOGISTICS

A. Reed and P. Dupuis arrived at Hall Beach on 30 July. That, and the following day, were spent in making arrangements for aircraft use and in contacting local authorities and interest groups. On 1 August, a flight was made over the Spicer Islands using a twin otter to appraise the potential for Brant banding; an off-strip landing site and a suitable camp location were selected on North Spicer and most of the banding and camping equipment left off. On 2 August, the remainder of the crew, Dale Caswell and Bruce Turner (CWS, Western and Northern Region) and Bruce Batt (Delta Waterfowl Research Station, Manitoba) arrived. The full crew participated in an extensive survey flight over Greater Snow Goose breeding areas near Admiralty Inlet and Bernier Bay on northern Baffin Island on 3 August (Figure 1); during that flight helicopter fuel was picked up in Arctic Bay and deposited near Jungersen Bay for the subsequent Snow Goose banding operations. On 5 August final purchases of supplies were made in Hall Beach and three members of the crew (D. Caswell, B. Turner, B. Batt) flown into N. Spicer. Reed and Dupuis continued on to Igloolik where the aircraft was loaded with the helicopter fuel required for the brant banding. A. Reed and P. Dupuis remained in Igloolik while the aircraft returned to N. Spicer to deposit the fuel before returning to

Figure 1

Northern Baffin Island and Foxe Basin showing survey routes, goose capture sites and important Greater Snow Goose breeding areas, August 1980



Hall Beach. On 7 August, Pierre Dupuis boarded the helicopter and joined the crew on N. Spicer to begin the banding while A. Reed left in a twin otter on a tour of the eastern arctic organized by Environment Canada's Lands Directorate within the context of their ecological land use mapping program.

The banding crew terminated brant banding on N. Spicer and, with twin otter support out of Hall Beach, moved camp to Jungersen Bay on 9 August. They completed Snow Goose banding there on 12 August and returned to Hall Beach, conducting on the same day, a flight south to Parry Bay to examine some Snow and Blue Geese which bred there. Further details on banding locations and survey flights are provided in Figure 1.

A. Reed participated in the tour from 7-12 August, inclusive, which crossed Baffin Island over the Barnes Ice Cap, followed the northeast coast of Baffin from Clyde River to Pond Inlet and Nanisivik and then on to Resolute Bay on Cornwallis Island, from whence a return flight was conducted along the south coast of Devon Island. The final stage of the tour departed from Resolute , crossed the Boothia Peninsula to Spence Bay, then to Pelly Bay, terminating in Hall Beach. Details of these flights are provided in Figure 2.

Further survey flights were planned for 13-16 August on northern Baffin Island and Bylot Island but the lack of availability of aircraft and forecasts of bad weather prompted the termination of activities. The entire crew returned to Montréal on 13 August.

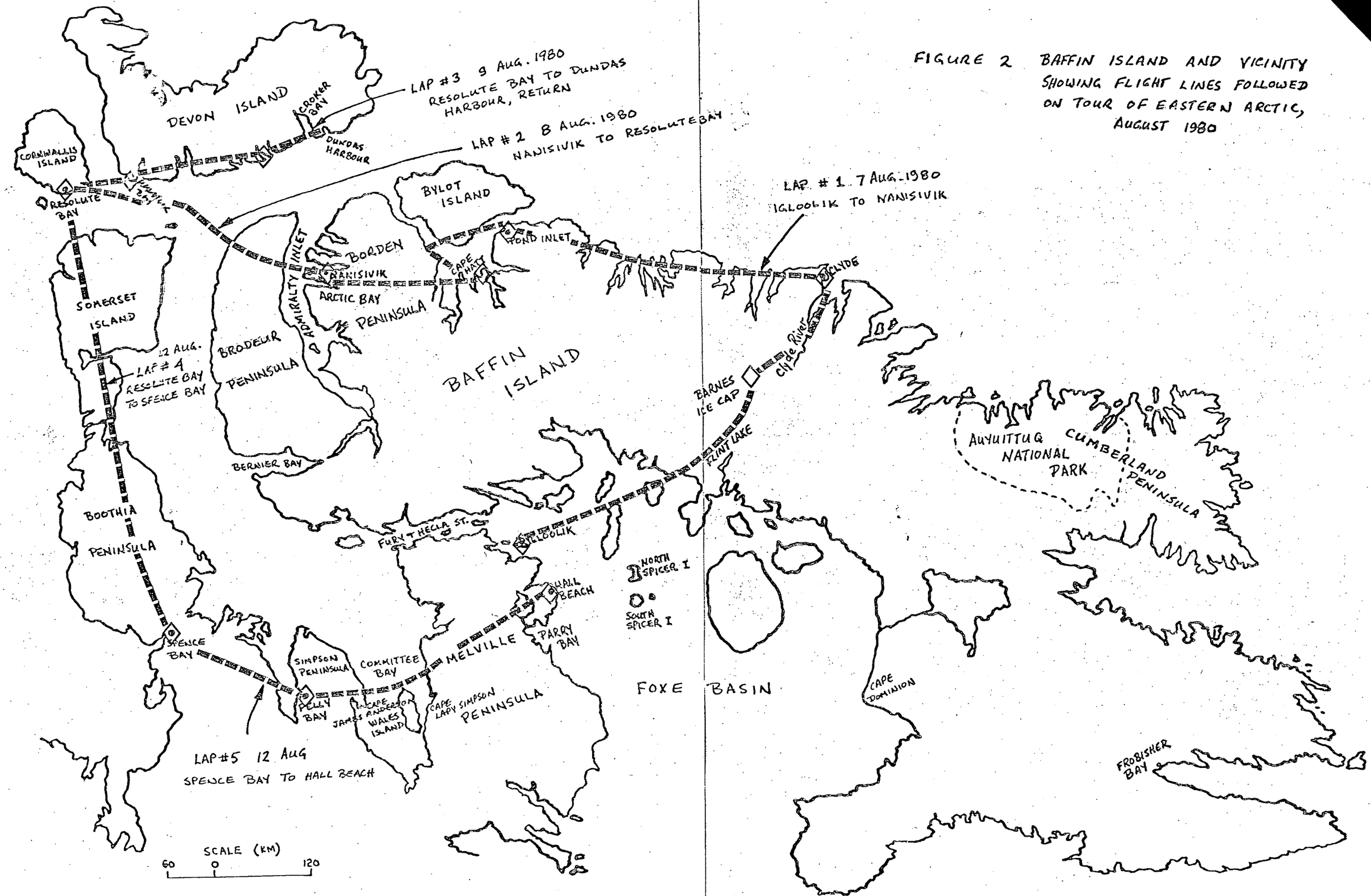


FIGURE 2 BAFFIN ISLAND AND VICINITY SHOWING FLIGHT LINES FOLLOWED ON TOUR OF EASTERN ARCTIC, AUGUST 1980

PRELIMINARY RESULTS

1) Aerial surveys of geese and reconnaissance of habitat

The following discussion represents a preliminary appraisal of the information gathered during a special goose survey flight (Table1),while establishing banding camps,and during Environment Canada's tour.

Atlantic Brant

A reconnaissance flight (twin otter) over North and South Spicer on 1 August revealed a concentration of breeding and moulting brant on N. Spicer but very few on S. Spicer. Helicopter flights to and from Igloolik and N. Spicer,and (survey fixed wing) flights over northern Baffin Island failed to detect other concentrations. Those observations confirm our earlier findings (Reed *et al.* 1980) which indicated very few breeding brant in northern Foxe Basin (excepting N. Spicer and the Baird Peninsula) and in the vicinity Admiralty Inlet.

The more extensive tour was unfortunately conducted under conditions which were often unfavourable for the detection of this elusive species: flight altitudes were usually in excess of 300 m and cloud and fog obscured low lying habitats along the north coast of Baffin Island between Clyde River and Pond Inlet, on southeastern Devon Island, all of Somerset Island and most of the Boothia Island. Consequently the lack of brant sitings on this flight is of little significance. However, the low-lying, wet tundra habitat type used by brant in Foxe Basin was

not observed elsewhere during the tour, with one exception: the east and west shores of Committee Bay (near Capes James Anderson and Lady Simpson and Wales Island). S. Stephansson (pers. comm.) informed the authors that his observations in that area in previous years had not revealed the presence of brant. It appears then that no important concentrations, other than those in central and southern Foxe Basin (Reed *et al.* 1980) and on Southampton Island, occur in that part of the eastern Canadian arctic bordered to the west by the 95th parallel W and to the north by the 80th N.

GREATER SNOW GEESE

An extensive survey was conducted on 3 August over the areas of Bernier Bay and Admiralty Inlet on northern Baffin Island. Portions of that flight covered areas flown in 1979 (Reed *et al.* 1980). The results of that survey (Table 1), supplemented by information gathered during positioning flights and banding drives in the same area indicate the presence of a vast area of suitable habitat on northern Baffin, occupied by a large number of Greater Snow Geese. The approximate extent of that area, which probably accommodates a large proportion of the total population, is depicted in Figure 1. Additional analyses of the data will be conducted over the coming months in order to quantify the importance of that area.

Other flights over islands in northern Foxe Basin and over the Melville Peninsula revealed large numbers of breeding Snow Geese on Jens Munk Island and much sparser distribution on Rowley Island and the eastern portion of the Melville Peninsula between Parry Bay and Fury and Hecla Strait. No Snow Geese were found on the Spicer Islands.

During the Environment Canada's tour it was possible to appraise the distribution of Snow Geese and their habitats along certain portions of the route. Over central Baffin Island (vicinity of Barne's Ice Cap) the flight was conducted at too high an altitude to allow the detection of geese, but some habitat which appeared marginally suitable was observed near Flint Lake (that area is immediately inland from Piling Bay where concentrations of breeding Snow Geese were recorded in 1979 (Reed *et al.* 1980)). The Clyde River was flown at a lower altitude but only a few geese and little suitable habitat were noted; low lying terrain on the north shore of Clyde Inlet appeared more hospitable to breeding geese but low cloud cover moved in while we were refuelling at Clyde, thus preventing appraisal of goose abundance. Low cloud cover prevailed along the northeast coast of Baffin Island through to Pond Inlet, but the extensive areas of Snow Goose habitat there and on the southwestern portion of Bylot Island could only be examined superficially because of their distance from the aircraft (this area is fairly well documented - Reed *et al.* 1980, Heyland and Boyd 1970, Heyland *in litt.*). A high altitude flight over the Borden Peninsula indicated only a few small pockets of apparently suitable habitat, situated along river valleys. No goose habitat was evident in our flight line over the Brodeur Peninsula

and southern Cornwallis Island. A return flight from Resolute Bay along the south shore of Devon Island as far as Dundas Harbour revealed only one small pocket of suitable habitat near Radstock Bay and somewhat larger ones at Crocker Bay and Dundas Harbour; geese were seen only at Dundas Harbour which was partially obscured by fog. The final stage of the tour allowed only brief glimpsesof terrain on Somerset Island and the Boothia Peninsula, but on arriving at Spence Bay several small groups of Snow Geese were noted. No geese were noted over the Simpson Peninsula but to the east of the Prince Albert Hills on Melville Peninsula several groups of Snow Geese were seen.

A special survey flight and trapping drive was conducted in the vicinity of Parry Bay. Our observations indicate that this area harbours a colony of several hundreds of pairs of Snow Geese. A sample of geese were caught and measured in order to determine their racial status (analysis of the data is presently underway).

In summary our observations confirm, beyond any doubt, the great importance of northern Baffin Island to breeding Greater Snow Geese. The occurrence of small numbers of Greater Snows along the Clyde River suggests that this, one of the earliest known breeding sites, has not experienced the population growth characteristic of the total population*. The existence of breeding Snow Geese near Spence Bay and

* Clive Elliott, a freelance pilot familar with the eastern arctic, reported scattered pairs of breeding Greater Snows along the north coast of Baffin to the east of the Clyde River, as far as the Auyittuq National Park on the Cumberland Peninsula.

Parry Bay (also Piling Bay - see Reed *et al.* 1980). poses some interesting questions regarding the possible overlap of range of the two forms of Snow Geese, Lessers and Greaters; further analysis of colour-phase ratio* and measurement data are presently being examined to help unravel the problem.

GOOSE CAPTURE AND BANDING

Brant. From 7-9 August, 16 drives were conducted on N. Spicer Island. A total of 1227 adult-sized brant were captured and banded with standard and coded gravoply leg bands.Another 33 full grown brant which had been banded elsewhere were also examined. Seventy seven goslings were captured and banded but another 65, most of which were too small to retain bands, were released unbanded. Details of those operations are provided in Tables 2 and 3.

Data on anatomical measurements, weight and plumage colouration were recorded for 44 full-grown brant. That information will be described in a separate report.

Snow Geese. From 10-12 August, 6 bandirgdrives were conducted in the vicinity of Jungersen Bay on Baffin Island. A total of 331 full-grown Greater Snow Geese and 365 goslings were banded (Table 4). Only standard aluminum alloy bands were used for leg marking. Sixteen

* We recorded 0.2% blue phase in Snow Geese on northern Melville Peninsula and Baffin Island (27 of 14736) and 4.5% in the area of Parry Bay (41 of 917).

adult females were fitted with experimental radio transmitters*.

On 12 August an additional drive was conducted in the vicinity of Parry Bay despite the fact that our supply of bands had been exhausted. Measurements were taken on 20 full grown white phase and 5 blue phase Snow Geese. Analyses of the data relative to those 25 geese and another 91 from Jungersen Bay area will be conducted shortly.

REPRODUCTIVE SUCCESS OF GEESE

The 1980 field operations provided a first hand opportunity to appraise reproductive success of Atlantic Brant and Greater Snow Geese in the Foxe Basin - northern Baffin Island area.

Throughout the area Greater Snow Goose flocks contained many goslings. Examination of the results of the fixed wing survey of 3 August revealed that 46% of adult sized birds were accompanied by young (6771 of 14661) while observations made from the helicopter (during banding drives) and from the ground (records of catches) indicated 51% (2740 of 5326). The ratio of goslings to adults in captured flocks containing young was 1.27: 1 (657:518) and in small creches observed from the helicopter 1.28 (160:125).

* P.S. On 17 September, approximately 2 hours of aerial tracking was conducted over the Ungava Peninsula, and from late September through early November more than 10 h of ground tracking at Cap Tourmente. No signals from marked geese were detected.

The mean size of 71 distinct broods was 3.5 goslings (range 1-8). Those data would indicate that approximately 38% of the flock on north Baffin in late summer was composed of juvenile birds as calculated below:

if χ = Total number of adult-sized birds

a) number of young = 1.27 x .51χ (using data from helicopter and ground)

b) or = 1.27 x .46χ (using data from fixed wing)

$$\therefore \text{ \% juvenile} = \frac{1.27 \times .51\chi}{\chi + (1.27 \times .51\chi)} = 39\% \text{ (a) or } 37\% \text{ (b)}$$

On the other hand brant flocks, observed only on North Spicer Island, contained relatively few goslings. Visual estimates of brant observed during banding drives and examination of captured birds indicate that only 23% of adult-sized birds were accompanied by young. The ratio of goslings to adults in mixed catches was 0.97:1 (186:192). Mean size of 18 distinct broods was 2.1 goslings (range 1-4). The percentage of juveniles in the N. Spicer flock in August can then be estimated to be:

$$\frac{.97 \times .23\chi}{\chi + (.97 \times .23\chi)} \times 100 = 18.24\%$$

That cohort of young birds included, however, many late hatched goslings, some of which may not have reached flight age prior to freeze-up. Additional evidence of poor breeding success is provided by the occurrence of adult females with brood patches in flocks which contained no young (at least

21 of 531 adult-sized ♀♀). That evidence of poor breeding success is similar to that provided by Ankney and Abraham (1980) for Southampton Island.

OBSERVATIONS OF OTHER WILDLIFE

A summary of wildlife observations made during the 3 August survey flight is provided in Table 1. Additional observations made during the eastern arctic tour and at banding locations will be compiled and presented in a future report.

RECOMMENDATIONS

A great deal of experience was obtained in arctic logistics and goose catching. That experience prompts us to recommend the following course of action.

Brant banding: We now feel that a crew of 3 (plus helicopter and pilot) could handle sufficiently large samples of brant for our purposes. We also know that many samples can be captured and processed in a short period of time. A lighter, more mobile crew could be more self-sufficient (requiring less fixed wing support for the transport of heavy base-camp equipment) and adapt more readily to unexpected changes in bird distribution.

We propose that the prime goal of the 1981 brant program be the banding of about 2000 birds at Cape Dominion, which would complete the sampling of the three main breeding areas on Baffin, Southampton and N. Spicer Islands. The inconvenience and costs of moving in a helicopter from the only (at present) feasible base, Resolute Bay, could be partially compensated for by conducting supplementary banding and reconnaissance of brant at N. Spicer and other intermediate breeding sites such as the Baird Peninsula and Prince Charles and Air Force Islands. A follow-up banding session on N.Spicer seems recommendable in view of the large number of recaptures in the 1980 catch (Table 3) - birds which were apparently banded previously on Southampton Island and on Long Island, N.Y.

GREATER SNOW GOOSE RECONNAISSANCE

The data gathered over the past two summers will provide a good indication of relative abundance of breeders at various sites throughout Baffin Island, Foxe Basin and the Melville Peninsula. Areas to the north and northwest (Devon, Bathurst, Ellesmere and Axel-Heiberg, Islands as well as Greenland) have not been surveyed in the past 6-11 years. A survey of that remaining portion of the breeding range would complete the appraisal of relative abundance throughout the range. It is known that our arctic survey flights detect only a portion of the total geese present but the error is judged to be relatively consistent from area to area. However once the total range has been covered in this

way the proportional abundance of geese so obtained can be transformed into absolute estimates knowing the size of the total population (as provided by the St. Lawrence photo census in spring). It is highly recommended that those surveys be extended to cover the remaining portions of the range.

We now feel that more flexibility economy and accuracy can be achieved with the use of a helicopter rather than a fixed wing aircraft. Furthermore, the main hindrance to lengthy helicopter flights, the requirement to refuel frequently, will be partially eliminated because we have learned of the existence of available fuel caches on Devon and Ellesmere Islands. The advantages of the helicopter include the ability to reduce speed to increase the accuracy of counting large groups of birds and to land where a more intimate examination of habitat conditions would be useful. Also, the use of a helicopter for the survey opens up the potential for banding "en-route" which could provide considerable new insight into Greater Snow Goose distribution and abundance.

Both the Atlantic Brant banding and Snow Goose reconnaissance phases of the proposed work are outlined in greater detail below. Depending on approval and level of funding, both phases could be conducted simultaneously in 1981 or spread over 1981 and 1982.

Brant banding

- Helicopter 206B available only in Resolute Bay at approx. $360/h Ferry time Resolute to Cape Dominion and return plus time for banding drives - approx. 32 h		$11,520.00
- Twin Otter @ approx. $520/h Caching fuel from Hall Beach - approx. 7 h		$ 3,640.00
- Shipping fuel to Hall Beach - approx.		$ 2,000.00
- Commercial air fare - 3 crew members Montréal - Arctic, return, approx.		$ 2,250.00
- Meals and accommodation 3 crew members x 10 days		$ 700.00
- Transportation of field material		$ 1,000.00
- Purchase of field equipment and supplies		$ 2,000.00
Sub total		$23,110.00

SNOW GOOSE RECONNAISSANCE (first week July or mid August)

- Helicopter 206B from Resolute (survey flights - Devon, Bathurst, Ellesmere, etc.)	40 h	$14,400.00
- Twin Otter from Resolute (fuel caching)	6 h	$ 3,120.00

- Meals and accommodation plus air fare
  Alternative # 1: operated jointly with brant banding in 1981 - additional 6 days meals and accommodation only ($400.00)
  Alternative # 2: operated in 1982 - approx. 10 days meals and accommodation plus air fare for 3 crew members ($3000.00)

- Miscellaneous $1000.00

Subtotal	alt.# 1	$18,920.00
	alt.# 2	$21,520.00
Total	alt.# 1	$42,030.00
	alt.# 2	$44,630.00

ACKNOWLEDGEMENTS

We are most grateful to the US Fish and Wildlife Service, to the Atlantic Flyway Council, to the Great South Bay Waterfowlers' Association and to the Polar Continental Shelf Project (Energy,Mines and Ressources, Canada) for financial and logistic support. G.McLean and J. Reid of Environment Canada's Lands Directorate were helpful in sorting out logistics and arranging our participation in their tour. B. Bergman, R. Allen, D. Vincent, F. Elias, Wildlife Officers with the NWT Government, were also helpful in many ways. G. Lerchs of the Department of Indian and Northern Affair's Research Lab. provided accommodation and storage space for equipment at Igloolik. Noranda Exploration Co. Ltd. generously provided us with a radio communication system for the banding expedition. Thanks are also due to the Inuit residents of Hall Beach and Arctic Bay from whom we learned much during our brief encounter. During the planning phase we received help from K. Brace, G. Finney and F. Cooch, CWS, and K. Abraham, Univ. of Western

Ontario. In the field we benefited from the extensive knowledge and experience (and fine comradeship) of D. Caswell, B. Turner and B. Batt. We were safely and efficiently piloted by P. Rask, V. Zberg, D. Roy, R. Barrett and K. Kobayashi.

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BUDGET AND EXPENDITURES - BRANT BANDING & GOOSE SURVEYS - 1980 -

MATERIAL AND SUPPLIES

- Most camping and field equipment provided by CWS, Northern and Western region --
- Additional material purchased by CWS - Quebec Region - $335.66
- Darvic bands for brant charged to Coop. funds. approx. $1000.00

SHIPPING OF MATERIAL AND SUPPLIES

Field equipment shipped from Saskatoon to Quebec, then Quebec to Hall Beach, NWT. On completion of work part of equipment was returned to Quebec, the rest shipped to Igloolik for storage - charged to CWS - Quebec. $1169.32

TRANSPORT AND LIVING EXPENSES OF CREW

Air fare: 1 return air fare Edmonton,Montreal,Hall Beach	$1107.00
2 return air fare Winnipeg,Montreal,Hall Beach	$1432.00
2 return air fare Quebec, Montreal,Hall Beach	$1504.60
Hotel accommodations in Montreal for 3 people @ 2 nights	$140.00
Lodging in transient centre,Hall Beach - total 26 man/days	$572.00
Other lodging costs in arctic - total 3 man/days	$195.00
Groceries	$601.57
Other travel costs (taxis, excess luggage,etc.)	$414.05
Total (charged to Coop. funds)	$5966.22

BUDGET AND EXPENDITURES (Cont'd)

AIR CHARTER (includes fuel and other related charges)

Approx. 10.5 hours of twin otter - charged to	Coop. funds	$7560.07
11.1 hours of twin otter - charged to	Env. Canada PCSP- approx.	$5000.00
18.3 hours of Bell 206 helicopter to	" "	$6500.00

SALARIES - FIELD CREW

4 crew members x 2 weeks provided by CWS	- -
1 crew member x 2 weeks provided by Delta Waterfowl Research Station	- -

TOTAL CHARGEABLE EXPENDITURES

Paid by CWS (including PCSP) but not including salaries	$13004.98
Paid by Coop. funds (USFWS, AFC)	$14526.29

TABLE 1. Results of goose breeding survey, North Baffin, summer 1980: estimates of number of adult-sized birds

Location	Loon spp.	Greater Snow Goose	Lesser Snow Goose	Brant	Canada Goose	Swan spp.	Sea duck (unident.)	Oldsquaw	Eider spp.	Jaeger spp.	Arctic Tern	Gull: Sabine's	Gull: White[1]	Gull: Gray[2]	Gull: spp.	Fulmar Northern	Shore birds	Snowy Owl	Caribou
North Baffin Land																			
Admiralty Inlet north																			
Fabricius Fjord																			
Fleming Inlet + Lake		8											5	1	100				
Levasseur Inlet		30											12	1	3				
Steensby Peninsula		1543					14	2	120		47		103	1	10	303+		2	
Magda River to Moffet Inlet		1868					12						34						
Jungersen River + Bay		1966					3				70		233	1				5	26
Easter Sound		656					17	53+	113		210		39	3				1	9
Bell Bay	2	723						3	140	1	2		22				1		10
Berlinguet Inlet	5	5065		6	14	1	42	81	455+	3	8		51	18	3				35
Bernier Bay	2	2437			2*	2	2	12	12+	4	40		30	7			3	16	50
Saputing River		394																	1
Gifford River		17											1						44
Fury + Hecla Strait, north coast and inland, also Agu Bay.		2									5		1		1			2	2
Melville Peninsula																			
Hall Beach to F.H. Strait		47					4	21	135		19	1	39		7				
TOTAL	9	14756		6	20	3	94	172+	975+	8	401	1	570	32	124	303+	4	26	177

* brood with 4 goslings

\+ partial count

1 includes *Larus hyperboreus* and *L. glaucoides*

2 includes *L. argentatus* and *L. thayeri*

TABLE 2. RESULTS OF BRANT BANDING DRIVES-N. SPICER ISLAND 1980

Date	Number of drives	Number of full-grown brant banded or (recaptured)			Number of goslings banded	
		male	female	recaptured	male	female
Aug. 7	5	276	272	(10)	2	9
Aug. 8	7	309	318	(21)	3	2
Aug. 9	4	27	25	(2)	31	32
TOTAL BANDED		612	615	(33)	36	41

TABLE 3. RECOVERIES ON N. SPICER ISLAND, 1980

Drive	Band No.	Age	Sex	Date
1	1117-35396	ASY	M	Aug. 07, 1980
2	1127-91512 on left leg + (EMS) yellow plastic band, black letters, on right leg	AHY	M	"
2	1127-90872 + white plastic band above aluminum band	AHY	F	"
2	1117-35862 belly dyed	AHY	M	"
2	1117-05892	AHY	F	"
5	1127-91239 on left leg + (AUR) yellow plastic band, black letters, on right leg	AHY	M	"
5	1117-05741 on left leg	AHY	M	"
5	1117-05881 on left leg	AHY	F	"
5	767-61767 on right leg	AHY	M	"
5	1127-91141 on left leg + (EAW) yellow plastic band, black letters, on right leg	AHY	F	"
7	1117-35781 on left leg	AHY	F	Aug. 08, 1980
8	977-89221 on right leg	AHY	F	"
8	977-70977 on right leg	AHY	M	"
8	977-38477 on right leg	AHY	M	"
8	1127-90769 on left leg + white plastic band on left + (AJF) yellow plastic, black letters, on right leg	AHY	F	"
8	1117-65440 on left leg + yellow dyed on sides + flanks	AHY	-	"

TABLE 3. (cont'd)

8	1117-35253 on right leg	AHY	M	Aug. 08, 1980
9	1117-08626 on right leg	AHY	F	Aug "
9	1117-30466 on left leg	AHY	F	"
11	1117-65637 on right leg + picric yellow/orange dyed on belly and flanks	AHY	M	"
11	1117-35969 on right leg + picric orange dyed on belly and under tail	AHY	M	"
11	977-71123	AHY	M	"
11	1117-65386 on left leg + trace of pink on belly	AHY	F	"
11	757-97188 on right leg	AHY	F	"
11	977-89275 on right leg	AHY	F	"
12	1117-30348 on right leg	AHY	M	"
12	1117-35563 on left leg	AHY	-	"
12	977-38409 on left leg	AHY	M	"
12	767-61864 on right leg	AHY	F	"
12	1117-05884 on left leg	AHY	F	"
12	977-89344 on left leg	AHY	M	"
13	1117-65396 on right leg + Picric orange on flanks	ASY	M	Aug. 09, 1980
15	1117-05848 on right leg	ASY	M	"

TABLE 4. RESULTS OF SNOW GOOSE BANDING DRIVES ON NORTHERN BAFFIN ISLAND, 1980

Date	Number of drives	Number of full grown Snow Geese banded or recaptured			Number of goslings banded	
		male	female	recaptured	male	female
11 Aug.	5	155	150	(2)	157	161
12 Aug.	1	13	13	-	25	22
TOTAL	6	168	163	(2)	182	183