



**COAST PILOT 1 (Continued)**

Page 95—Paragraph 1218; insert after:

**§161.65 Vessel Traffic Service Lower Mississippi River.**

(a) The Vessel Traffic Service (VTS) area consists of navigable waters of the Lower Mississippi River (LMR) below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 254.5 miles Above Head of Passes (AHP)), the Southwest Pass, and those within a 12-nautical mile radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 20.1 miles Below Head of Passes).

(b) The Algiers Point VTS Special Area consists of the navigable waters of the LMR bounded on the north by a line drawn from 29°57.62'N., 90°02.61'W. to 29°57.34'N., 90°02.60'W. and on the south by a line drawn from 29°56.89'N., 90°03.72'W. to 29°56.93'N., 90°03.34'W. (95.0 and 93.5 miles AHP) during periods of high water—that is, when the Carrollton Gage reads 8.0 feet or above on a rising stage or 9.0 feet or above on falling stage, or under any other water conditions the Captain of the Port (COTP) deems necessary.

(c) *Additional Algiers Point VTS Special Area Operating Requirements.* The following additional requirements are applicable in the Algiers Point VTS Special Area:

(1) A vessel movement reporting system (VMRS) user must abide by the signals of the Governor Nicholls Street Wharf, 29°57.6'N., 90°03.4'W., Gretna, 29°55.5'N., 90°03.7'W., Control Lights (94.3 and 96.6 miles AHP, respectively) in the following manner;

- (i) *Green Light*—May proceed as intended.
- (ii) *Red Light*—Do not proceed, unless otherwise directed by the VTS.
- (iii) *No Light*—Do not proceed, immediately notify VTS and await further directions.

**Note to §161.65(c)(1):** To provide advance notification to downbound vessels, a traffic repeater signal of Gretna Light is located at Westwego, LA, 29°54.8'N., 90°08.3'W. (101.4 miles AHP).

(2) A vessel awaiting a signal change or VTS directions must keep clear of other vessels transiting the area.

(d) The Eighty-one Mile Point VTS Special Area consists of navigable waters of the LMR between 167.5 miles AHP and 187.9 miles AHP.

(e) *Additional Eighty-one Mile Point VTS Special Area Operating Requirements.* The following additional requirements are applicable in the Eighty-one Mile Point VTS Special Area:

(1) Prior to proceeding upriver past 167.5 AHP, Sunshine Bridge, vessels must contact VTS New Orleans on VHF Channel 5A to check-in. Vessels must provide name and destination, confirm proper operation of their automated identification system (AIS) if required under 33 CFR 164.46, and, if applicable, size of tow and number of loaded and empty barges. At 173.7 miles AHP, Bringier Point Light, ascending vessels must contact VTS New Orleans and provide a follow-on position check. At both

check-in and follow-on position check, VTS New Orleans will advise the vessel on traffic approaching Eighty-one Mile Point.

(2) Prior to proceeding downriver past 187.9 miles AHP COS-MAR Lights, vessels must contact VTS New Orleans on VHF Channel 5A to check-in. Vessels must provide name and destination, confirm proper operation of their AIS if required under 33 CFR 164.46, and, if applicable, size of tow and number of loaded and empty barges. At 183.9 miles AHP, Wyandotte Chemical Dock Lights, descending vessels must contact VTS New Orleans and provide a follow-on position check. At both check-in and follow-on position check, VTS New Orleans will advise the vessel on traffic approaching Eighty-one Mile Point.

(3) All vessels getting underway between miles 167.5 and 187.9 AHP must check-in with VTS New Orleans on VHF Channel 5A immediately prior to getting underway and must comply with the respective ascending and descending check-in and follow-on points listed in paragraphs (e)(1) and (2) of this section.

(4) Fleet vessels must check in with VTS New Orleans if they leave their respective fleet or if they move into the main channel. Fleet vessels are not required to check in if they are operating exclusively within their fleet.

(f) *Reporting Points.* Table 161.65(f) lists the VTS Lower Mississippi River Reporting Points.

## COAST PILOT 1 (Continued)

TABLE 161.65(f)-VTS LOWER MISSISSIPPI RIVER POINTS

Designator	Geographic name	Geographic description	Latitude/Longitude	Notes
A	Algiers Canal Forebay	88.0 AHP	29°56.6'N 90°10.1'W	Upbound transiting Algiers Point Special Area
B	Industrial Canal	92.7 AHP	29°57.2'N 90°01.68'W	Upbound transiting Algiers Point Special Area
C	Crescent Towing Smith Fleet	93.5 AHP	29°57.50'N 90°02.62'W	Upbound Towing vessels transiting Algiers Point Special Area
D	Marlex Terminal (Naval ships)	99.0 AHP	29°54.65'N 90°05.87'W	Downbound transiting Algiers Point Special Area
E	Huey P Long Bridge	106.1 AHP	29°55.40'N 89°57.7'W	Downbound transiting Algiers Point Special Area

(FR 10/28/10)

4/11

Page 346—Paragraph 373, lines 3 to 5; read:  
between Star and Lunging Island.

(W 00206; DD 18077; NOS 13283)

4/11

Page 409—Paragraph 81, lines 7 to 12; read:

The dredged channel, marked by buoys, has a project depth of 8 feet. (See Notice to Mariners and the latest edition of the chart for controlling depths.)

(CL 1401/10; BPs 193964-65; NOS 13253)

4/11

**COAST PILOT 6      40 Ed 2010      Change No. 16  
LAST NM 51/10**

Page 90—Paragraph 1072, lines 2 to 4; read:

maneuverability, such as cargo or tow arrangement, trim, loaded condition, underkeel or overhead clearance, speed capabilities, power availability, or similar characteristics, which may affect the positive control or safe handling of the vessel or the tow.

(FR 10/28/10)

4/11

Page 91—Paragraph 1092; insert after:

**§161.6 Preemption.**

The regulations in this part have preemptive impact over State laws or regulations on the same subject matter. The Coast Guard has determined, after considering the factors developed by the Supreme Court in *U.S. v. Locke*, 529 U.S. 89 (2000), that by enacting Chapter 25 of the Ports and Waterways Safety Act (33 U.S.C. 1221 et seq.), Congress intended that Coast Guard regulations preempt State laws or regulations regarding vessel traffic services in United States ports and waterways.

(FR 10/28/10)

4/11

## COAST PILOT 6 (Continued)

Page 92 to Page 93, Portions of Table 161.12(c); read:

<p><b>Lower Mississippi River<sup>6</sup></b>  <b>003669952</b>  <i>New Orleans Traffic</i></p>	156.550 MHz (Ch. 11)	The navigable waters of the Lower Mississippi River below 29°55.3'N., 89°55.6'W (Saxonholm Light) at 86.0 miles Above Head of Passes (AHP), extending down river to Southwest Pass, and, within a 12 nautical mile radius around 28°54.3'N, 89°25.7'W (Southwest Pass Entrance Light) at 20.1 miles Below Head of Passes.
<p><i>New Orleans Traffic</i></p>	156.600 MHz (Ch. 12)	The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular on the river at 29°55'30"N, 90°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP and on the south by a line drawn perpendicularly at 29°55.3'N., 89°55.6'W (Saxonholm Light) at 86.0 miles AHP.
<p><i>New Orleans Traffic</i></p>	156.250 MHz (Ch. 05A)	The navigable waters of the Lower Mississippi River below 30°38.7'N, 91°17.5'W (Port Hudson Light) at 254.5 miles AHP bounded on the south by a line drawn perpendicular on the river at 29°55'30"N, 90°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP.
<p>Notes:</p> <p><sup>1</sup>Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned by the Federal Communications Commission (FCC) that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter. The requirements set forth in §§161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.</p> <p><sup>6</sup>Until rules regarding VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 164.46 of this subchapter.</p>		

(FR 10/28/10)

4/11

Page 209—Paragraph 305, lines 1 to 4; read:

*There is an anchorage area centered 4.5 miles south of Port Colborne Outer light in depths of 19.2 to 24 m (63 to 79 ft); this is for vessels waiting to enter Port Colborne harbour. Anchorage is prohibited in the approaches ...*

(CNM 11/2010)

4/11

Page 218—Paragraph 68, line 11; read:

below the entrance, has a clearance of 17 feet. An overhead power cable, 500 feet SE of the bridge, has a reported clearance of 121 feet. (See **33** ...

(CL 888/10)

4/11

Page 219—Paragraph 73, lines 3 to 6; read:

spans with clearances of 22 feet.

(NOS 14833)

4/11

Page 229—Paragraph 208, lines 7 to 10; read:

State Park is on the peninsula. **Presque Isle Light** (42°09'57"N., 80°06'55"W.), 73 feet above the water, is shown from a square tower on the NW shore of the peninsula. Numerous ...

(46/10 CG9; LL/10)

4/11

Page 259—Paragraph 608, lines 14 to 20; read:

(Put-In-Bay) is on the SW side of the island. A marina and small-craft basin are on the E side of the broad bight on the S

**COAST PILOT 6 (Continued)**

side of the island. Jetties protect the entrance channel to the basin. In 1980, shoaling to 4 feet was reported to extend 75 feet W from the outer end of the S jetty. The basin has a depth of about 8 feet. Another marina is located on the N side of the bight, about 0.4 mile NW of the basin. The marinas can provide transient berths, gasoline, diesel fuel, water, ice, marine supplies and pump-out facility. The marinas monitor VHF-FM channel 68.

(DB 18941-small) 4/11

Page 260—Paragraph 623, line 11; read:

0.3 mile. Middle Bass Island State Park Marina is on the E side of the island near the S end. The marina provides transient berths, gasoline, diesel fuel, electricity, water, ice, pump-out facility, launching ramp and monitors VHF-FM channel 71.

(DB 18938-small) 4/11

Page 319—Paragraph 282, lines 4 to 7; read:

ledge with depths of 16 to 19 feet. **Fourteen Foot Shoal Light** (45°40'48"N., 84°26'04"W.), 51 feet above the water, is shown from a white conical tower, square structure on a concrete crib in the center of the shoal; a fog signal is at the

...  
(43/10 CG9) 4/11

Page 324—Paragraph 336, lines 5 to 9; read:

with depths of 12 to 15 feet extends 0.6 mile NW from the point. **Bois Blanc Light** (45°48'41"N., 84°25'15"W.), 32 feet above the water, is shown from a white cylindrical tower on Lighthouse Point. From Point Detachee to the W end ...

(43/10 CG9; NOS 14881) 4/11

Page 327—Paragraph 368, lines 6 to 11; read:

**De Tour Reef**, with a least depth of 12 feet, extends about 0.7 mile SE from the point. **De Tour Reef Light** (45°56'57"N., 83°54'11"W.), 74 feet above the water, is on the SE end of the reef; a seasonal fog signal and a radar beacon (RACON) are at the light. The light marks the W side of the entrance ...

(51/10 CG9; NOS 14882) 4/11

Page 336—Paragraph 47, lines 3 to 4; read:

at Harbor Springs. **Little Traverse Light** (45°25'10"N., 84°58'39"W.), 72 feet above the water, is shown from a ...

(45/10 CG9) 4/11

Page 341—Paragraph 116, lines 10 to 12; read:

lighted buoys, on the E side of Middle Shoal. **Grays Reef Light** (45°45'57"N., 85°09'14"W.), 82 feet above the water, is shown from a square tower on the W ...

(45/10 CG9) 4/11

Page 343—Paragraph 146, line 11 to Paragraph 147; read: anchorage. (See Notice to Mariners and the latest edition of the chart for controlling depths.)

(DD 17830; NOS 14912; 28/10 CG9) 4/11

**COAST PILOT 6 40 Ed 2010 Change No. 17**

Page 344—Paragraph 157, lines 15 to 21; read:

15 to 30 feet, extend 3 miles S of Dimmicks Point and 3.5 miles S of Donner Point. A buoy marks the extent S of Donner Point. **North Manitou Shoals Light** (45°01'16"N., 85°57'26"W.), 79 feet above the water, is about 2.8 miles S of Dimmicks Point; a fog signal and racon are at the light.

(46/10 CG9; NOS 14912) 4/11

Page 345—Paragraph 166, line 7 to Paragraph 167; read:

area in Betsie Lake. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The outer ends of the breakwaters and piers are marked by lights.

(DD 18642; NOS 14907; 49/10 CG9) 4/11

Page 345—Paragraph 177, line 3 to Paragraph 179; read:

narrow strip of land. The lake is entered from deep water in Lake Michigan through a dredged entrance channel between parallel piers and revetments to deep water inside the lake; the pierheads are marked by lights. In 2010, the controlling depth was 8 feet in the entrance channel to the lake. The entrance channel is subject to extensive shoaling. Mariners are cautioned against navigating outside channel limits in the vicinity of structures protected by stone riprap. The S part of the Arcadia Lake shoals off into heavy weeds and marsh at the E end. The village of **Arcadia, MI** is at the N end of the lake.

(DD 17831; NOS 14907) 4/11

Page 346—Paragraph 182, lines 5 to 6; read:

by lights; a fog signal is at the N outer end light. In 2010, the controlling depth was 9½ feet in the ...

(DD 18176) 4/11

Page 346—Paragraph 190, line 6 to Paragraph 191; read:

Lake. (See Notice to Mariners and the latest edition of the chart for controlling depths.)

(DD 18889; DD 18552;  
DD 18539; DD 17829; NOS 14938) 4/11

Page 348—Paragraph 212, line 5 to Paragraph 214, line 1; read:

channel leads to the N end of Pere Marquette Lake. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The channel is protected by piers and revetments on the N and S sides. The piers are marked at their outer ends by lights.

## COAST PILOT 6 (Continued)

- The outer basin is not adapted for anchorage of vessels ...  
(DD 18172; DD 18269; NOS 14937; 37/10 CG9) 4/11
- Page 349—Paragraph 238, lines 6 to 7; read:  
is subject to extensive shoaling. In 2010, the controlling  
depth was 11 feet between the piers and revetments ...  
(DD 18177) 4/11
- Page 351—Paragraph 250, lines 6 to 10; read:  
lights; a fog signal is at light on the S pier. (See Notices to  
Mariners and the latest edition of the chart for controlling  
depths.)  
(DD 18876) 4/11
- Page 357—Paragraph 325, line 9 to Paragraph 326; read:  
Macatawa River. (See Notice to Mariners and the latest  
edition of the chart for controlling depths.) Lights mark the  
outer edges of shoals that extend from shore into the lake.  
(DD 18869; NOS 14932) 4/11
- Page 358—Paragraph 342, line 5 to Paragraph 345; read:  
the N end of Kalamazoo Lake. In 2009-2010, the controlling  
depths were 10 feet in the entrance and through the river  
channel to the lake. The outer ends of the piers are marked  
by lights, and the channel is marked by buoys; a fog signal is  
at the outer end of the S pier. Mooring to the piers and  
revetments is prohibited.  
(DD 18352; DD 18592; NOS 14906) 4/11
- Page 358—Paragraph 355, line 3 to Paragraph 356, line 1;  
read:  
the mouth of the Black River. (See Notice to Mariners and  
the latest edition of the chart for controlling depths.) The  
outer ends of the piers are marked by lights. Mooring to the  
piers and revetments is prohibited. Above the dredged chan-  
nel, the Black River is navigable ...  
(DD 18353; DD 18744; NOS 14906; 38/10 CG9) 4/11
- Page 362—Paragraph 384, lines 4 to 9; read:  
Street Bridge across the **Galien River**. (See Notice to Mari-  
ners and the latest edition of the chart for controlling depths.)  
The outer ends of the breakwaters are marked by lights.  
(DD 18518; NOS 14905; LL/10) 4/11
- Page 364—Paragraph 403, line 8 to Paragraph 404; read:  
entrance are marked by lights. (See Notices to Mariners and  
the latest edition of the chart for controlling depths.)  
(DD 18992; NOS 14905) 4/11
- Page 365—Paragraph 419, lines 2 to 7; read:  
outer ends of the breakwaters and turns S to a small-craft  
harbor basin. A dredged channel continues inland for about 1  
mile from the basin. In 2009, the controlling depths were 8  
feet in the entrance channel, thence depths of 8 to 10 feet  
were available in the basin; thence in 2006, 4 feet to the head  
of the project. Dangerous shoals form ...  
(DD 17842; DD 18105) 4/11
- Page 387—Paragraph 578, line 7 to Paragraph 579, line 6;  
read:  
by lights. (See Notice to Mariners and the latest edition of  
the chart for controlling depths.) The entrance channel is  
subject to shoaling caused by the drift of sand from the N.  
The inner harbor basin is not adapted for anchorage, but  
vessels may moor to the revetments on the W side or in the  
waters N of the inner harbor basin. Mariners are cautioned  
against ...  
(DD 18519; NOS 14904) 4/11
- COAST PILOT 6      40 Ed 2010      Change No. 18**
- Page 388—Paragraph 600, lines 3 to 13; read:  
between parallel piers to an inner harbor basin. (See Notice  
to Mariners and the latest edition of the chart for controlling  
depths.) A detached breakwater on the N side of the entrance  
channel protects the entrance from NE seas. The outer ends  
of the piers and the breakwater are marked by lights.  
(DD 18590; NOS 14904; 49/10 CG9) 4/11
- Page 388—Paragraph 608, lines 4 to 6; read:  
center. **Racine Reef Light** (42°43'39"N., 87°44'10"W.), 50  
feet above the water, is shown from a skeleton tower on the  
E side of the reef; a fog ...  
(44/10 CG9) 4/11
- Page 397—Paragraph 709, line 7 to Paragraph 710; read:  
stream for about 1 mile. (See Notice to Mariners and the  
latest edition of the chart for controlling depths.) The N side  
of the river mouth is marked by a light.  
(DD 18662; NOS 14922) 4/11
- Page 403—Paragraph 781, line 5 to Paragraph 782, line 1;  
read:  
upstream for 0.2 mile to the Second Street bridge. (See No-  
tices to Mariners and the latest edition of the chart for con-  
trolling depths.) The outer ends of the breakwater, the  
detached pier and the main outer sections are marked by  
lights. The river channel bottom is rock and should be ...  
(DD 18268; NOS 14910; 38/10 CG9) 4/11
- Page 410—Paragraph 886, line 9 to Paragraph 887; read:  
Railroad bridge. (See Notice to Mariners and the latest of the  
chart for controlling depths.) The entrance channel is well  
marked by lighted ranges, lights, lighted and unlighted  
buoys. The river channel is marked by buoys from the sec-  
ond turning basin to the turning basin at De Pere.  
(NOS 14918; 50/10 CG9) 4/11

## COAST PILOT 6 (Continued)

Page 418—Paragraph 965, lines 4 to 6; read:  
ruins on the N of the entrance channel. In 2010, the midchan-  
nel controlling depth was 2½ feet.

(DDs 18174-75) 4/11

Page 418—Paragraph 969, lines 8 to 11; read:  
channel decreases in width to the turning basin (See Notice  
to Mariners and the latest edition of the chart for controlling  
depths.) A ...

(DDs 18350-51; NOS 14910; 38/10 CG9) 4/11

Page 419—Paragraph 981, line 6 to Paragraph 982; read:  
about 1.2 miles above the mouth. (See Notice to Mariners  
and the latest edition of the chart for controlling depths.) The  
entrance channel is marked by buoys, and the outer ends of  
the piers and inner end of the N pier are marked by lights.

(DD 18920; NOS 14917) 4/11

Page 420—Paragraph 1000, lines 6 to 7; read:  
end of the pier is marked by a light. In 2010, the controlling  
depth was 4 feet between the piers and upstream ...

(DD 18890) 4/11

Page 424—Paragraph 1050; read:

**Manistique Light** (45°56'42"N., 86°14'51"W.), 50 feet  
above the water, is shown from a tower on the outer end of  
the E breakwater; a seasonal fog signal is at the light.

(43/10 CG9) 4/11

Page 431—Paragraph 33, lines 3 to 5; read:  
to De Tour Passage. **De Tour Reef Light** (45°56'57"N.,  
83°54'11"W.), 74 feet above the water, is on the SE end of  
the reef; ...

(51/10 CG9; NOS 14882) 4/11

Page 445—Paragraph 64, lines 4 to 6; read:  
the breakwaters are marked by lights. In 2010, the control-  
ling depth was 11½ feet in the entrance channel to the basin,  
thence depths of 11 to 12 feet were available ...

(DD 18272) 4/11

Page 446—Paragraph 70, lines 4 to 7; read:  
(See Notices to Mariners and the latest edition of the chart  
for controlling depths.) The outer end of the E breakwater is  
marked by a light.

(DDs 18266-67; NOS 14962) 4/11

Page 447—Paragraph 87, lines 4 to 5; read:  
mile W of Sand Point. **Grand Island Light** (46°33'35"N.,  
86°40'48"W.), 190 feet above the water, is shown from a ...

(43/10 CG9) 4/11

Page 453—Paragraph 176, lines 6 to 10; read:  
upstream in the river for about 350 feet. (See Notice to  
Mariners and the latest edition of the chart for controlling  
depths.)

(NOS 14964; 37/10 CG9) 4/11

**COAST PILOT 6      40 Ed 2010      Change No. 19**

Page 403—Paragraph 791, line 7; read:  
Point. (See Notice to Mariners and the latest edition of the  
chart for controlling depths.) The outer ends of the piers are  
marked by lights, ...

(NOS 14919) 4/11

Page 404—Paragraph 792; strike out.  
(NOS 14919) 4/11

Page 454—Paragraph 190, line 1; read:  
**Copper Harbor Light** (47°28'28"N., 87°51'37"W.), 90  
...  
(46/10 CG9) 4/11

Page 455—Paragraph 199, lines 5 to 9; read:  
harbor. (See Notice to Mariners and the latest edition of the  
chart for controlling depths.) The entrance to the harbor is  
marked by a gong buoy and a 105° lighted range.

(DD 18059; NOS 14964; 35/10 CG9) 4/11

Page 455—Paragraph 209, lines 6 to 10; read:  
pierhead light. In 2010, the controlling depth was 19 feet in  
the entrance channel and between the piers to the head of the  
project. Shoaling in the harbor ...

(DD 18173) 4/11

Page 456—Paragraph 218, lines 2 to 8; read:  
in Lake Superior between converging breakwaters and  
upstream in the river to a harbor basin. The outer ends of the  
breakwaters are marked by lights, and the E side of the  
channel inside the breakwaters is marked by a buoy. In 2010,  
the controlling depth was 10 feet (with lesser depths to 7 feet  
along the edges of the channel) in the entrance and between  
the breakwaters to the mouth of the river, thence 5 feet to the  
head of the project.

(DD 17833) 4/11

Page 457—Paragraph 230, lines 8 to Paragraph 231; read:  
harbor. (See Notice to Mariners and the latest edition of the  
chart for controlling depths.) The channel is well marked by  
lighted and unlighted buoys.

(DDs 18062-63; NOS 14974; 35/10 CG9) 4/11

**COAST PILOT 6 (Continued)**

Page 467—Paragraph 369, lines 5 to 7; read:  
 about 0.2 mile long. (See Notice to Mariners and the latest  
 edition of the chart for controlling depths.)  
 (DD 18641; NOS 14966; 50/10 CG9) 4/11

**NOS TIDE TABLES CORRECTIONS**

<b>EAST PACIFIC</b>	<b>Ed 2011</b>	<b>NEW EDITION</b>
(NOS)		<b>N4/11</b>

<b>EUROPE/WEST AFRICA</b>	<b>Ed 2011</b>	<b>NEW EDITION</b>
(NOS)		<b>N4/11</b>

<b>W PACIFIC/INDIAN OCEAN</b>	<b>Ed 2011</b>	<b>NEW EDITION</b>
(NOS)		<b>N4/11</b>

<b>WEST ATLANTIC</b>	<b>Ed 2011</b>	<b>NEW EDITION</b>
(NOS)		<b>N4/11</b>

**TIDAL CURRENT TABLES CORRECTIONS**

<b>ATLANTIC</b>	<b>Ed 2011</b>	<b>NEW EDITION</b>
(NOS)		<b>N4/11</b>

<b>PACIFIC</b>	<b>Ed 2011</b>	<b>NEW EDITION</b>
(NOS)		<b>N4/11</b>