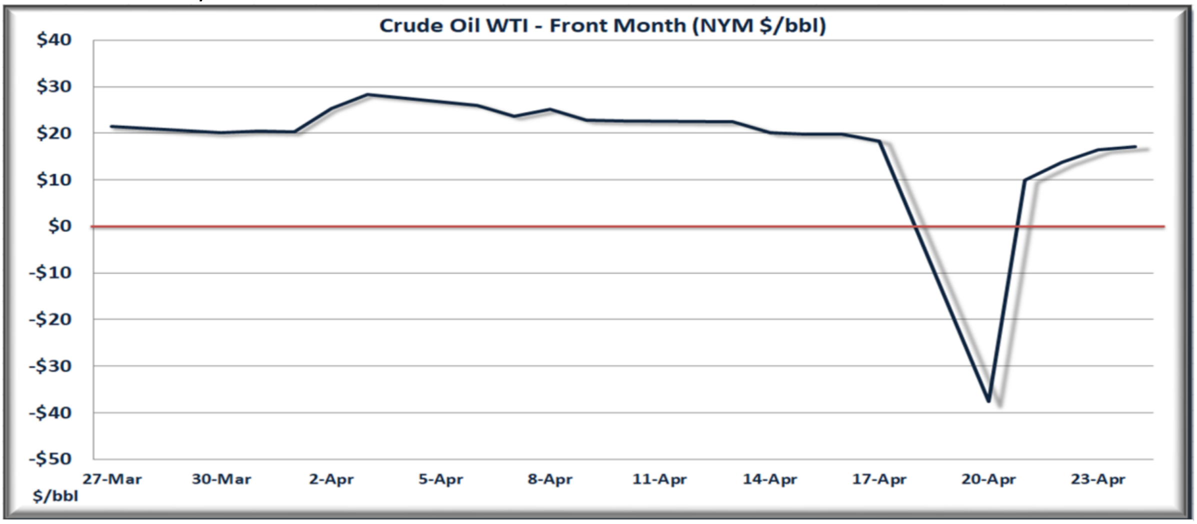
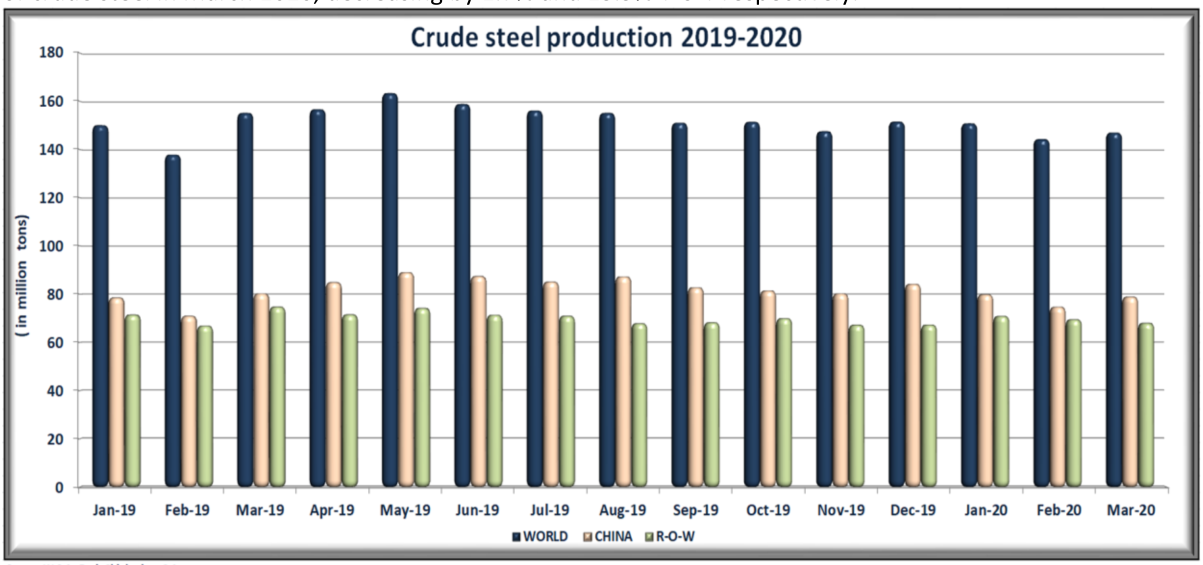
Cushing, Oklahoma's formal history began in late 1891, with cotton farming being the mainstay of the local economy. However, the town's most exciting era arose in 1912, when an oil boom began. Wells were drilled everywhere, as of the first forty-six, only one proved a dry hole. This was the beginning of the Cushing-Drumright Field, with Cushing soon becoming a refining center. The boom lasted up until March 1915, when the field produced 8.3m barrels of oil. Then a sudden decline began, and by the end of 1916 production decreased by more than 50%. Nevertheless, sixteen companies still operated there in 1930. By 1940, however, only three refineries remained active. The 1970s and 1980s brought economic crises, as Cushing's last two major refineries closed in 1982. However, Cushing's strategic position made this small town the most significant trading hub for crude oil in North America, connecting Gulf Coast suppliers with northern consumers. Additionally, Cushing is the delivery point for West Texas Intermediate crude oil futures traded on the New York Mercantile Exchange. By 2007 Cushing held 5% to 10% of the total US crude inventory in several tank farms, enhancing its status as "Pipeline Crossroads of the World." With crude oil inflows pouring in and refiners taking out a quarter less than a year ago, the prospect that those colossal tanks might soon be full to the brim sent US benchmark oil prices for delivery next month plunging into the negative for the first time in history.



Whilst the crude oil world was full of surprises this week, news arriving from the steel front was more or less in line with the consensus. In particular, world crude steel production for the 64 countries reporting to the World Steel Association was just 147.1m tonnes in March 2020, or down by 6.0% Y-o-Y. Being negatively influenced by the COVID-19 pandemic, global production was 443.0m tonnes in the first three months of 2020, down by 1.4% compared to the respective period in 2019. In reference to specific regions, Asia produced 315.2m tonnes of crude steel during Q1 of 2020, or marginally down Y-o-Y. The EU produced 38.3m tonnes during the same period, reporting double-digit percentage losses on a yearly basis. North America's steel production in the first three months of 2020 was 29.5m tonnes, a decrease of 4.0% compared to the Q1 of 2019. As far as the world's two largest producers go, China's furnaced 79.0m tonnes and India 8.7m tonnes of crude steel in March 2020, decreasing by 1.7% and 13.9% Y-o-Y respectively.



Source: W.S.A , Doric Shipbrokers S.A

At the same time as oil industry is scrambling to source viable storage options and mining industry is expecting an increase in Chinese steel production, dry bulk sector is still in search for the most effective antiviral vaccine, leaving aside for the moment disinfectant injections and dishwashing soap gargles.

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Dry Cargo Spot Market

On Monday, we have seen almost all **Capesize** indices firming up, but following a collapse in oil prices, it all came down to a further drop in both gains and activity. The 5 T/C Average index concluded at $8,381 daily, losing approximately $1,500 daily W-o-W.

The iron ore major BHP warns that global steel production (excluding Chinese steel) could fall significantly within 2020. Following the negative surroundings of COVID-19 health crisis, iron ore majors continue to be very skeptical on forward demand during the third and fourth quarter of 2020. But, BHP retains its iron ore output forecasts at 273 million to 286 million mts. For BHP, iron ore production in March in fact raised by 6.3% Y-o-Y, to 68 million tons, mainly due to China's coming back active in iron ore trading. In the spot market, C5 (West Australia/Qingdao) moved further down this week, closing at $4.91 pmt, losing approximately 80 cents W-o-W. On Closing Friday, Rio Tinto was linked to an aggressive fixture concluding at even lower from what the index dictates, at $4 pmt, with following terms, 'TBN' 170,000 mts iron ore +/- 10% ex Dampier to Qingdao, on 11/13 May and 90,000 shinc loading terms / 30,000 shinc discharge terms. C10_14 (Pacific R/V) moved further down from last week levels of $8,500 to $6,633 daily. Coal trading was very quiet and once again no T/C activity was reported this week except last weeks' fixture 'Seamate' (177,775 dwt, 2010) at $9,500 daily with 20/30 April delivery Kaohsiung for a Pacific round trip. In reference to metallurgical coal, BHP is lowering expectations due to heavy rainfall in Australia. Further west, Anglo-American has cut its capital expenditure by approximately $1 billion in views of the corona-virus impact. The South Africa's temporary lockdown has strongly affected the company's exposure, as the region's production/exports accounts for about half of its profits. In numbers, the group has seen a 4% decline in the first quarter production. The region halted almost 50% of its operations and the miner is revising down its 2020 output estimates for both thermal coal and iron ore.

Most European steel mills see lesser demand in their order books; with Italy and Germany just re-entering in production after government's shut down in operation, following the COVID-19 struggle. Brazilian majors have reviewed their early 2020 forecasts given the COVID-19 outbreak and its implications. BHP reviewed its energy coal and copper production as it had to shut down temporarily its Cerrejon coal mine in Columbia and Antamina copper mine in Peru. Brazilian, iron ore major Vale SA did the same for its 2020 production forecast in iron ore fines and pellets, copper and nickel. In numbers, VALE's iron ore annual production forecast reduced by approximately 25/30 million tonnes from previous outlook. Iron ore output in the first quarter of 2020, fell down to 59.6 million tonnes, otherwise by 18.2% fall Y-o-Y. Pellet production reduced by approximately 5/9 million tonnes. Similarly, copper production forecast dropped by 20/40 thousand tonnes, and nickel to about 15/20 thousand tonnes. Basis the overall negative sentiment in commodities trading, the spot market followed a similar trend. The benchmark C3 (Tubarao/Qingdao) index concluded further down to $10.5 pmt, losing approximately $2 W-o-W. On the early side of the week, Vale was linked to 'Cape Garland' fixed at $12 pmt for C3 round basis 170,000 mts +/-10% loading on 01/10 May. On T/C basis, C8_14 (Trans/atl r/v) index closed at $7,455 daily, otherwise at a 26.1% decrease W-o-W. C9_14 (f/haul) index dropped from $21,850 last Friday to $21,060 on Thursday, only to pick up again today and close finally at a positive signed $21,125 daily.

No period fixtures reported this week.

Further pressure on the **Panamax** market has led the Baltic 82 Index at $6,719, or down 9.5% W-o-W.

In the Pacific basin, whilst market keeps wondering if Beijing would launch another fiscal or monetary bazooka, the main drive of the last couple of weeks coming from Nopac grains started to slow down. On top of that, Indonesia and Australia coal runs didn't offer much relief either, forcing rates to move inevitably down. The P3A 82 Pacific round Index concluded at $6,033 daily. For such a run, early in the week, the 'Cerba' (80,370 dwt, 2010) was fixed with dely Ulsan 22 April at $6,500 daily to Singapore-Japan range. For a similar trip, the 'Castellani' (82,124 dwt, 2014) was linked to Cargill with prompt delivery Cjk at $6,000. For Australia loading, Agricore took the 'Great Talent' (76,773 dwt, 2005) basis delivery Haldia 27/28 April for a trip via Geraldton to China at $3,850, and Oldendorff was heard to have fixed on subs the 'Transatlantic' (81,520 dwt, 2012) basis prompt delivery Dandong for a trip to India with coal via East Australia at a daily hire of $5,250. With rates barely covering OPEX, tonnage in the south seems to have a preference for the longer duration ECSA staple grain runs. From Indonesia, Ausca has taken the 'Denita Wave' (93,201 dwt, 2011) with delivery Lumut 21 April for a trip to Taiwan at $5,000 daily.

In the Atlantic commodity news, measures taken in Brazil to slow down the spread of Covid-19 has led to a decline of the amount of trucks on the country's highways, and according to NTC & Logistica the amount of agribusiness cargo transported by truck was down 33.7% last week compared to 23.5% the prior week.It has to be noted, that the amount of trucks on the highways of Brazil has continued to decline, even though transportation has been deemed an essential service by the Brazilian government. In the spot arena, a few fixtures emerging for tonnage fixing basis delivery Feast for ECSA long hauls giving a positive note, but other than that the resilience from vessels already in ballast seems to ward off. The 'New Prestige' (82,044 dwt, 2013) was reported fixing with delivery Singapore 21 April for a trip via ECSA to Singapore-Japan range at $8,750 with Polaris and the 'Apj Angad 2' (76,602 dwt, 2004) basis delivery Krishnapatnam 23-24 April for at $7,500. For a trip to the Feast via the USG Oldendorff took the 'Dimitris A' (82,158 dwt, 2008) opening in Brest spot basis delivery Aps Houston at $13,000 plus 250,000 gbb and redelivery China. The same charterer was rumoured to have fixed on subs a Kamsarmax basis delivery aps USEC 8-10 May and redelivery Continent at $8,500 daily. The 'Navios Dolphin' (81,630 dwt, 2017) was linked to Swiss Marine for with delivery Port Talbot 21 April for a trip via Murmansk to Jorf Lasfar at $5,000.

On the period front, Norden was heard to have taken the 'Argonaut' (81,117 dwt, 2016) basis delivery Ulsan 28 April for 1 year period at $10,000 daily.

In a rather dull week, the Baltic **Supramax** 10 TC Index concluded at $4,269 daily.

The Pacific remained dull and uninspiring with subdued rates. A slight increase in activity though was enough to create a feeling that market might not drop any further and same was also reflected in the reported Baltic routes. Despite some increase in clinker and steel stems that are emerging in the foreground, demand for commodities still remains weak in Asia. At least, the week is concluding with a positive tone. NoPac was weaker than last week with lack of grains for April dates. We heard that a 55K tonner concluded for a grain trip via Nopac to Spore/Japan at $4K, basis delivery S.Korea. Aussie softened too and generated limited volume. The 'Amis Wisdom I' (61,611 dwt, 2010) fixed a coal trip via EC Aussie to SE Asia at $4,500 basis delivery CJK and a 58K tonner via N.Aussie to S.China with ores at $3K daily. N.Asia offered some stems of steels and ferts but not in sufficient volume to push rates up. An Ultra was fixed for a trip with ferts via Bohai Bay to ECI at $5,500. Rates for trips via N.China to SE Asia with steels were hovering around $2K daily. Backhaul remains at a local low, with Charterers of steels or slag ex Japan or S.Korea aiming to pay 'bunkers only' to USG and three-digits to Cont/Med. SE Asia was a bit more active with fresh coal stems, yet rates remain on 'APS' basis. The 'Lmz Titan' (56,830 dwt, 2012) open Spore, fixed trip via Indo to WCI at $4,250. The 'Jin Sheng' (52,050 dwt, 2006) fixed coal via Indo to China at $4,400 and a Dolphin 57 fixed coal via Indo to Vietnam at $3,5K. From S.Africa, we heard that an Ultra fixed trip via Nacala to Vietnam with coal at $8,5K plus $85K bb. PG and India remained weak with insufficient cargoes to absorb the numerous vessels in the area. A Dolphin 57 open ECI was fixed for an iron ore trip to China at $4,5K. From PG, the 'Elgzinur Cebi' (57,305 dwt, 2009) concluded for a trip to Kuwait with aggregates at $6K with delivery Fujairah and the 'Ocean Success' (56,815 dwt, 2011) fixed for trip via PG to SE Asia at $4K daily.

In the Atlantic, rates kept scratching the bottom throughout the week with no glimpse of hope in the horizon. It is interesting to note that in all the submarkets of the Basin differences week-on-week were subtle and perhaps the only difference is that Owners with early May positions have already started competing hard in an effort to secure their next employment. Starting from the USG, volume-wise we saw a decent amount of activity; nonetheless, even modern Ultramaxes struggled to secure $13,000 or even less, while transatlantic trades were being concluded between $5,000-7,000, depending on size. Examples of the aforesaid include the 'Tiger Jilin' (63,415 dwt, 2015) which fixed grains to China at $13,000 basis delivery SW Pass and the 'Jacob Oldendorff' (61,131 dwt, 2019) that got $7,000 for grains from Mississippi to Lebanon. Moving on to the South Atlantic, the 'Orion Ocean' (61,321 dwt, 2015) was reported a couple of days ago to be on subjects at $11,500 daily plus $150,000 ballast bonus for fronthaul trip from Itaqui to Chittagong. On the European markets, limited information emerged on fixtures from the Continent. We heard, however, that a small Supramax was on subjects for fronthaul via Baltic to SE Asia at levels tick below the $10k mark. Similar levels were heard for fronthauls from the Black Sea, where the 'Ocean Bright' was reported fixing $10,750 basis delivery Canakkale for steels to the Far East, while the option to backhaul was at near-zero levels. The 'Transtime (56,726 dwt, 2012) got $1,000 basis delivery Gulluk for trip to USG with feldspar.

On the period front, the 'Isabelita' (58,080 dwt, 2010) open Nantong, fixed 6 months period at about $3,500 for the first 30 days and $7,750 for balance, while a 56,000 tonner in WC India was heard fixing 5-8 months at $6,000 for first 40 days and $8,000 thereafter.

Similar hire levels regardless of the area, for the **Handysize.**

The first working week since eastern orthodox Easter holidays ends today, without bringing a resurrection in the market. It was another difficult week with insignificant activity and depressing fixtures. In the range North of Taiwan, rates have come down. Short period interest remains minimal. In the short term, we don't anticipate any significant change. The persistent lack of cargoes and the increasing number of spot vessels has the market locked in a stalemate. Furthermore, the upcoming Japanese golden week is also expected to delay any corrections upwards. Further south, we saw some positive signs as the New Zealand logs trade picked up and there was also an increase of activity from Aussie. However the lockdowns in several countries, including India, affect the market a lot. Spot ships are fewer in that area but we need to wait until early May to really evaluate the market orientation. We anticipate that next week will be another week of flat rates. In WCI and PG, there were signs of improvement with cargoes towards India and Seasia. On the fixtures front, a couple of 32,000 dwt vessels booked cis coal shipments at circa $3,500 aps cis or passing Busan. In Seasia, 'King Cotton' (33,000 dwt, 2011) spot in Singapore fixed at $3,250 dop for concentrates via Indo to China. 'SFL Trent' (33,000 dwt, 2012) spot in Jakarta was agreed at $4,000 dop for concentrates and mineral sands to FEast (with owners agreeing later l/c in order to comply with quarantine). From Thailand, 'Asian Pearl' (35,000 dwt, 2015) open in Bangkok was concluded at $4,300 dop for sugar to Indonesia. Finally, 'Atlantic Star' (37,000 dwt, 2018) open at Singapore was fixed at $3,750 dop for salt via Shark bay to South Korea.

There is little incentive nowadays for the Handysize Owners to have their Vessels trading in the Atlantic. What traditionally was the "strong" ocean is slowly turning into a battlefield for survival. The once upon a time super active ECSA has now set its eyes only on the largest Handies which are also facing competition from Supramaxes. The constant dropping draft in the river makes it impossible for smaller Handies to lift the usual minimum stem requirements. The 'Saint Vassilios' (33,889 dwt, 2012) was reported fixing in the beginning of the week a trip from South Brazil to Tunisia at $5,500 with Pacific Basin. However, no sooner than the end of the week this rate seemed to be 'wishful thinking' for similar size ships. The lack of orders in the USG area, with the major player USA struggling to keep their people alive rather than engage in commercial activities, sets another record low for hire rates. We did not manage to secure any confirmed reported fixtures from the area this week as brokers claimed they were too "embarrassed" to reveal any information. Owners were said to be willing to accept rates as low as $4,000 aps for a usual USG back to Continent/Med yet a lot of the ships remained unemployed. A bit better in terms of activity seemed to be the situation on the other side of the Atlantic despite the whole of Europe being still in lockdown. More business was concluded although rates continued to slide. A usual Black sea/central med grain trade was that of the 'Friendly Islands' (28,387 dwt, 2012) at $6,000 basis Canakkale delivery. A usual Continent/Emed scrap fixture was that of the 'Orient Transit' (33,755 dwt, 2010) at $5,000 basis Ushant delivery.

As was expected, no period activity was reported this week in the Atlantic.

Fixture Tables

Representative Capesize Fixtures						
Vessel	**Load Port**	**Laycan**	**Discharge Port**	**Freight**	**Charterers**	**Cargo**
Cape Garland	Tubarao	01/10 May	Qingdao	$12	Vale	170000/10 iore
TBN	Dampier	11/13 May	Qingdao	$4	Rio Tinto	170000/10 iore
TBN	Port Hedland	09/11 May	Qingdao	$4.20	BHP Billiton	170000/10 iore
TBN	Saldanha Bay	06/11 May	Qingdao	$7.90	Ore & Metals	170000/10 iore
TBN	Tubarao	01/10 May	Ain Sokhna	$10	Vale	150000/10 iore
Five Ocean TBN	Vostonchny	01/05 May	Kwangyang	$3.55	KEPCO Tender	140000/10 coal

Representative Panamax Fixtures								
Vessel	**DWT**	**Built**	**Delivery**	**Date**	**Re-del**	**Rate**	**Charterers**	**Comment**
Cerba	80,370	2010	Ulsan	22 April	Spore-Jpn	$6,500	Cnr	via Nopac
Castellani	82,124	2014	Cjk	Prompt	Spore-Jpn	$6,000	Cargill	via Nopac
Great Talent	76,773	2005	Haldia	27-28 April	China	$3,850	Agricore	via W.Australia
Denita Wave	93,201	2011	Lumut	21 April	Taiwan	$5,000	Ausca	via Indonesia
New Prestige	82,044	2013	Singapore	21-Apr	Spore-Jpn	$8,750	Polaris	via ECSA
Apj Angad 2	76,602	2004	Krishnapatnam	23-24 April	Spore-Jpn	$7,500	Cnr	via ECSA
Dimitris A	82,158	2008	aps Houston	10 May	China	$13,000 plus 250,000 gbb	Oldendorff	via USG
Navios Dolphin	81,630	2017	Port Talbot	21-Apr	Jorf Lasfar	$5,000	Swiss Marine	via Murmansk
Argonaut	81,117	2016	Ulsan	28-Apr	World Wide	$10,000	Norden	1 Year period

Representative Supramax Fixtures								
Vessel	**DWT**	**Built**	**Delivery**	**Date**	**Re-del**	**Rate**	**Charterers**	**Comment**
Amis Wisdom I	61,611	2010	CJK	prompt	SE ASIA	$4,500	cnr	via EC Aussie / int. coal
LMZ Titan	56,830	2012	Spore	prompt	WC India	$4,250	cnr	via Indo
Jin Sheng	52,050	2006	Indo	prompt	China	$4,400	cnr	int. coal
Christos Theo	56,838	2010	Indo	prompt	Vietnam	$3,500	cnr	int. coal
Laconic	58,474	2012	WC India	prompt	China	$4,500	cnr	open Chittagong / int. iron ore
Elgzinur Cebi	57,305	2009	Fujairah	prompt	Kuwait	$6,000	cnr	int. aggregates
Ocean Success	56,815	2011	PG	prompt	SE ASIA	low $4,000	cnr	
Tiger Jilin	63,415	2015	SW Pass	prompt	China	$13,000	DHL	int. grains
Jacob Oldendorff	61,131	2019	Miss rvr	prompt	Lebanon	$7,000	cnr	int. grains
Orion Ocean	61,321	2015	Itaqui	prompt	Chittagong	$11,500 + $150,000BB	cnr	heard on subs
Ocean Bright	56,032	2013	Canakkale	prompt	Far East	$10,750	cnr	via BSEA / int. steels
Transtime	56,726	2012	Gulluk	prompt	US Gulf	$1,000	cnr	int. feldspar
Isabelita	58,080	2010	Nantong	prompt	WW	abt $3,500 first 30 d + $7,750 balance	cnr	6 mos period

Representative Handysize Fixtures								
Vessel	**DWT**	**Built**	**Delivery**	**Date**	**Re-del**	**Rate**	**Charterers**	**Comment**
King Cotton	33,000	2011	Singapore	prompt	China	$3,250	cnr	concs via Indonesia
SFL Trent	33,000	2012	Jakarta	prompt	F.East	$4,000	cnr	cons / min. sands via Australia
Asian Pearl	35,000	2015	Bangkok	prompt	Indonesia	$4,300	cnr	sugar
Atlantic Star	37,000	2018	Singapore	prompt	S.Korea	$3,750	cnr	salt via Australia
Saint Vasilios	33,889	2012	South Brazil	prompt	Tunisia	$5,500	Pacific Basin	grains
Friendly Islands	28,387	2012	Canakkale	prompt	Otranto	$6,000	cnr	grains
Orient Transit	33,755	2010	Ushant	prompt	Emed	$5,500	Union Bulk	scrap

Dry Bulk S&P Market

The triumvirate of the COVID-19, the Catholic Easter, and Orthodox Easter left its imprint on the secondhand market over the last two weeks, namely by giving us little to report in the way of 2nd hand transactions. The Kamsarmax 'BW Barley' (83K, Sanoyas, Japan, 2010) has reportedly been sold in the region of $15.5 mio to Europeans with a 2-year timecharter back to the sellers. For comparison, earlier this spring the 81K dwt 'Olympic Galaxy' had been rumored sold in the mid-to-high $13s mio, reinforcing the idea that perhaps the former's sale price was sweetened by the employment (in addition to the usual premium for being a year younger).

A pair of modern Ultramaxes sisters, the 'Illisos' and 'Kiffisos' (63K, Imabari, Japan, 2019) have been rumored sold this week in the region of $26.5 mio each; right in par with the very similar 'Adventure III' (63K, Oshima, 2019) concluded at mid-$26s mio and in line with the slightly older 'African Bari Bird' (63K dwt, Imabari, 2017) done at mid-$24s mio.

Looking elsewhere, and while the demo sector has remained predominantly dormant due to Coronavirus quarantines and restrictions, the newbuilding arena percolated. Plenty of activity surfaced, albeit with the caveat that news of these deals usually make land well after they have been concluded. Additionally, the NB

Activity in the weeks leading into the Easter period were subdued and well below last year's orders up to this point in the calendar year, although the news is welcomed given the current state of affairs and acts as a buoy to keep spirits afloat through these difficult times.

The orders that have been purported run almost the entire size gamut, from small Handysize vessels up to Capesizes. All but one order represented by Chinese interests and at Chinese shipyards. Three 40K dwt bulkers were ordered by Japanese owners with delivery next year ex Shikoku shipyard in Japan. Notable contracts made news for the Ultramax segment via 3 x 63.5K dwt and 8 x 62K dwt (OHBC), with delivery ex Cosco Dalian and New Dayang within 2021. A sextet of Newcastlemaxes were ordered by Chinese clients specifically against contract business with European charterers; the six vsls will be built at 2 domestic yards, three at SWS and three at Cosco Yangzhou, for a price region $53 mio per vsl and delivery in 2022.

Reported Recent S&P Activity							
Vessel Name	DWT	Built	Yard/Country	Price $Mil.		Buyer	Comments
Great Navigator	176,303	2006	Universal/Japan		14	Undisclosed buyers	BWTS fitted/on subs
Great Challenger	176,279	2005	Universal/Japan		14	Undisclosed buyers	
SBI Bolero	81,210	2015	Hudong-Zhonghua/China		18.5	Greek buyers	
Medi Hong Kong	82,790	2006	Tsuneishi/Japan		9.25	Undisclosed buyers	
Coral Amber	78,072	2012	Shin Kurushima/Japan	mid	14	Undisclosed buyers	BWTS fitted/ SS passed
Bettys Beauty	76,863	2006	Sasebo/Japan		10	Undisclosed buyers	coal COA in place
Dubai Pride	74,401	2001	Daewoo/S.Korea		5.1	Chinese buyers	delivered in March
Ocean Pride	72,416	1997	Sasebo/Japan		4.4	Chinese buyers	DD dues in June
Evermerit	69,045	1995	Sumitoko HI/Japan		3.7	Undisclosed buyers	
Bari Bird	63,479	2017	Imabari/Japan	mid	24	Undisclosed buyers	C 4 x 30.7/part shares-part cash deal/old sale
SBI Jaguar	63,514	2014	Chengxi/China		17	Undisclosed buyers	C 4 x30
African Kingfisher	55,476	2009	Kawasaki/Japan		9.7	Undisclosed buyers	C 4 X 30/on subs bss ppt dely/BWTS & survey due
Nova Gorica	53,100	2008	Yangzhou Dayang/China	low	7	Greek buyers	C 4 x 35/ bank driven
Vigorous	52,498	2005	Tsuneishi/Japan		7	Undisclosed buyers	C 4 x 30
Luzern	50,363	2002	Kawasaki/Japan		5.6	Undisclosed buyers	C 4 x 30
Alexandros Theo	45,659	2000	Tsuneishi HI/Japan		3.9	Chinese buyers	C 4 x 30 / survey's due
Orient Alliance	33,755	2012	Samjin Shipbuilding/China		7.2	Undisclosed buyers	C 4 x 35/6-8mos TC to Cargill+management retained
Clipper Kamoshio	32,225	2009	Kanda Kawajiri/Japan	low	7	Undisclosed buyers	C 4 x 30.5
Shah	36,490	2010	Hyundai Mipo/S.Korea	high	8	Undisclosed buyers	C 4 x 30/SS due in October
Pacific Huron	29,975	2010	Yangzhou Guoyo/China	low	6	Undisclosed buyers	C 3 x 30/ on subs
Martigny	20,035	2002	Inp HI/Japan	high	2	Undisclosed buyers	C 3 x 30