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Nordic American Tanker Shipping Ltd. (NAT) - (AMEX: NAT) (OSE: NAT) announces results for 2nd quarter 2004.

As of 06/30/04 (first half of 2004) NAT had an operating profit of \$22.7 million as against \$17.7 million during the same period last year. The net profit was \$21.8 million as against \$16.8 million in the same period last year. The increase in earnings in the first half of 2004 compared to the same period in year 2003 is a result of tanker rates being stronger this year. The tanker market during the 2nd quarter remained sound but was lower than the exceptionally strong first quarter of 2004.

The results for the 2nd quarter of 2004 enable the Company to pay a 3rd quarter 2004 dividend of \$0.88 per share. Including the dividend for the 3rd quarter of 2004, the total dividend paid so far in 2004 is \$3.73 per share. The total dividend paid in 2003 and 2002 were \$3.05 and \$1.35 per share, respectively. The 3rd quarter 2004 dividend of \$0.88 will be paid on or about August 17th to shareholders of record as of July 29th 2004. The next dividend payment will be declared in October 2004.

The spot market for modern Suezmax tankers in the 2nd quarter of 2004 was above the agreed minimum rate the NAT vessels have with the charterer BP Shipping. The 2nd quarter 2004 time charter (T/C) equivalent for the NAT vessels was \$43,255 per day compared to \$72,287 in the 1st quarter of 2004, \$51,501 in the 4th quarter and \$23,243 in the 3rd quarter of 2003.

The contracts with BP Shipping commenced in October, 1997 and will terminate in September/October this year (see below).

The quarterly \$ per day T/C equivalent for the NAT vessels has since 1999 been as follows:

Period	1999	2000	2001	2002	2003	2004
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1st Quarter	22,000	26,079	51,607	22,000	57,756	72,287*
2nd Quarter	22,000	33,701	35,088	22,000	38,291	43,255
3rd Quarter	22,000	48,153	28,668	22,000	23,243	
4th Quarter	22,000	59,059	22,617	33,868	51,501	

\* corrected

NAT has 9,706,606 shares in issue.

The results as of June 30, 2004 compared to the same period last year and 2nd quarter 2004, are as follows:

### INCOME STATEMENT INFORMATION

All figures in USD

	01/01 - 06/30 2004	01/01 - 06/30 2003	2nd Qtr. 2004
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Revenue	26,901,886	21,432,128	9,488,001

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Ship Broker Commissions	(92,138)	(91,631)	(46,069)
Management Fee Expense	(125,000)	(125,000)	(62,500)
Insurance Expense	(53,332)	(50,000)	(26,666)
Other Expenses	(536,761)	(85,001)	(352,229)
Depreciation	(3,415,520)	(3,415,520)	(1,707,760)
Net Operating Income	22,679,135	17,664,976	7,292,777
Financial Income	27,559	11,695	15,325
Financial Expenses	(882,205)	(907,049)	(437,949)
Net Financial Items	(854,646)	(895,354)	(422,624)
Net Profit	21,824,489	16,769,622	6,870,153
Earnings per Share	2.25	1.73	0.71
Cash Flow per Share	2.60	2.08	0.88

The quarterly dividend paid since the commencement in 1997 has been as follows:

Period	1997	1998	1999	2000	2001	2002
1st Quarter		0.40	0.32	0.34	1.41	0.36
2nd Quarter		0.41	0.32	0.45	1.19	0.34
3rd Quarter		0.32	0.35	0.67	0.72	0.33
4th Quarter	0.30	0.30	0.36	1.10	0.55	0.32
Total USD	0.30	1.43	1.35	2.56	3.87	1.35

Balance sheet for Nordic American Tanker Shipping Ltd as of 30 June, 2004 and 31 December, 2003 (Figures in USD)

	06/30/04	12/31/03
Vessels	124,666,405	128,081,925
Current assets	5,848,071	8,248,449
Cash deposits	681,297	565,924
Total assets	131,195,773	136,896,298
Shareholder's equity	101,018,446	106,857,976
Long term debt	30,000,000	30,000,000
Current liabilities	177,327	38,322
Total liabilities & equity	131,195,773	136,896,298

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As previously announced by the Company, BP Shipping, the charterer of the Company's 3 Suezmax tankers, has not delivered notice of exercise of its options to extend the charters. Accordingly, the existing charters will terminate on October 1, 2004, subject to a redelivery window for the vessels of between September 1, 2004 and November 1, 2004. On May 10, 2004 the Company announced that one of the Suezmax tankers has been fixed on a contract for a period of 5 years to Gulf Navigation.

At the Company's Special Meeting of Shareholders on March 15, 2004, the Company's shareholders decided by vote of approximately 96% of those voting to continue the Company in business. The restrictions on the Company's business activities will expire on the termination of the BP charters. Following termination of the restrictions, the Company will be free under its bye-laws to conduct any business permitted by law on an unrestricted basis.

In the absence of the renewal by BP Shipping of its option for the 3 vessels, the following alternatives are possible for the two remaining Suezmax tankers:

- o The renegotiation by the Company and BP Shipping of two of the charters or employment of the tankers to other parties.
- o The employment by the Company of the 2 vessels in the spot market upon expiration of the present BP charters.
- o Any combination of these alternatives.

July 13, 2004

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### CAUTIONARY STATEMENT REGARDING FORWARD-LOOKING STATEMENTS

Matters discussed in this press release may constitute forward-looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts.

The Company desires to take advantage of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbor legislation. The words "believe," "except," "anticipate," "intends," "estimate," "forecast," "project," "plan," "potential," "will," "may," "should," "expect" "pending and similar

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expressions identify forward-looking statements.

The forward-looking statements in this press release are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, our management's examination of historical operating trends, data contained in our records and other data available from third parties. Although we believe that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond our control, we cannot assure you that we will achieve or accomplish these expectations, beliefs or projections.

In addition to these important factors, important factors that, in our view, could cause actual results to differ materially from those discussed in the forward-looking statements include the strength of world economies and currencies, general market conditions, including fluctuations in charterhire rates and vessel values, changes in demand in the tanker market, as a result of changes in OPEC's petroleum production levels and world wide oil consumption and storage, changes in the Company's operating expenses, including bunker prices, drydocking and insurance costs, the market for the Company's vessels, availability of financing and refinancing, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents or political events, and other important factors described from time to time in the reports filed by the Company with the Securities and Exchange Commission.

### SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

NORDIC AMERICAN TANKER SHIPPING LIMITED  
(registrant)

Dated: July 13, 2004

By: /s/ Herbjorn Hansson

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Herbjorn Hansson  
President and  
Chief Executive Officer

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