



**Nordic American Tanker Shipping Ltd. (NAT) - (AMEX: NAT) (OSE: NAT) announces results for 3rd quarter 2003.**

As of 09/30/03 (three quarters 2003) NAT had an operating profit of \$19.9 m as against \$5.5 m during the same period last year. The net profit for the first nine months of 2003 was \$18.5 m as against \$4.2 m in the same period last year. The 3<sup>rd</sup> quarter 2003 net profit was \$1.8 m as against \$1.4 m in 2002. The increase in the earnings in the first nine months of 2003 compared to the same period in year 2002 is a result of tanker rates being stronger in 2003.

The results for the 3<sup>rd</sup> quarter of 2003 enable the Company to pay a 4<sup>th</sup> quarter 2003 dividend of \$0.37 per share. Including the dividend for the 4<sup>th</sup> quarter of 2003, the total dividend paid in 2003 will be \$3.05 per share. The total dividend paid in 2002 and 2001 were \$1.35 and \$3.87 per share, respectively. The 4<sup>th</sup> quarter 2003 dividend of \$0.37 will be paid on or about November 17<sup>th</sup> to shareholders of record as of October 29<sup>th</sup> 2003. The next dividend payment from NAT will be declared in January 2004.

Under the contracts with BP Shipping, NAT achieves rates that correspond to the spot market for modern Suezmax tankers, but not below \$ 22,000 per day (T/C equivalent), which is the agreed minimum rate with BP Shipping. The spot market for modern Suezmax tankers in the 3<sup>rd</sup> quarter of 2003 was slightly above the agreed minimum rate the NAT vessels have with the charterer BP Shipping. The 3<sup>rd</sup> quarter 2003 time charter (T/C) equivalent for the NAT vessels was \$23,243 per day compared to \$38,291 in the 2<sup>nd</sup> quarter of 2003 and \$57,756 in the 1<sup>st</sup> quarter of 2003.

The existing contracts for the NAT vessels are drawn up in a way that secures income 365 days a year for the vessels and no off-hire. The contracts with BP Shipping commenced on October 1, 1997 and will terminate on 1 October 2004 (see below).

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

<b>Period</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>
1 <sup>st</sup> Quarter	22,000	26,079	51,607	22,000	57,756
2 <sup>nd</sup> Quarter	22,000	33,701	35,088	22,000	38,291
3 <sup>rd</sup> Quarter	22,000	48,153	28,668	22,000	23,243
4 <sup>th</sup> Quarter	22,000	59,059	22,617	33,868	

NAT has 9,706,606 shares in issue.

The results for the 3<sup>rd</sup> quarter of 2003 and YTD 2003 compared to the same periods last year, are as follows:

#### INCOME STATEMENT INFORMATION

*All figures in USD*

	<b>01.01 - 09.30 2003</b>	<b>01.01 - 09.30 2002</b>	<b>3rd Qtr. 2003</b>	<b>3rd Qtr. 2002</b>
Revenue	25 502 450	11 056 500	4 070 322	3 726 000
Ship Broker Commissions	(138 206)	(138 206)	(46 575)	(46 575)
Management Fee Expense	(187 500)	(187 500)	(62 500)	(62 500)
Insurance Expense	(75 000)	(63 000)	(25 000)	(21 000)
Other Expenses	(111 119)	(33 381)	(26 118)	(15 024)
Depreciation	(5 123 280)	(5 123 280)	(1 707 760)	(1 707 760)
Net Operating Income	19 867 345	5 511 133	2 202 369	1 873 141
Financial Income	19 975	16 836	8 280	5 368
Financial Expenses	(1 351 496)	(1 327 121)	(444 447)	(444 773)
Net Financial Items	(1 331 521)	(1 310 285)	(436 167)	(439 405)
Net Profit	<b>18 535 824</b>	<b>4 200 848</b>	<b>1 766 202</b>	<b>1 433 736</b>
Earnings per Share	1,91	0,43	0,18	0,15
Cash Flow per Share	2,44	0,96	0,36	0,32

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

<b>Period</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>
1 <sup>st</sup> Quarter		0.40	0.32	0.34	1.41	0.36	0.63
2 <sup>nd</sup> Quarter		0.41	0.32	0.45	1.19	0.34	1.27
3 <sup>rd</sup> Quarter		0.32	0.35	0.67	0.72	0.33	0.78
4 <sup>th</sup> Quarter	0.30	0.30	0.36	1.10	0.55	0.32	0.37
<b>Total USD</b>	<b>0.30</b>	<b>1.43</b>	<b>1.35</b>	<b>2.56</b>	<b>3.87</b>	<b>1.35</b>	<b>3.05</b>

Balance sheet for Nordic American Tanker Shipping Ltd as of 30 September, 2003 and 31 December, 2002 (Figures in USD)

	<b>09/30/03</b>	<b>12/31/02</b>
Vessels	129,789,685	134,912,965
Current assets	370,749	3,388,811
Cash deposits	760,505	277,783
<b>Total assets</b>	<b>130,920,939</b>	<b>138,579,559</b>
Shareholder's equity	100,885,047	108,363,097
Long term debt	30,000,000	30,000,000
Current liabilities	35,892	216,462
<b>Total liabilities &amp; equity</b>	<b>130,920,939</b>	<b>138,579,559</b>

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.

Under the Company's Bye-Laws, the Company is obligated to call a special meeting of shareholders no later than April 1, 2004, to consider a proposal to sell the vessels and distribute the net proceeds to shareholders or to assess other alternatives. The proposal is to be accompanied by the recommendation of the Company's Board of Directors as to whether it believes that the sale of the vessels is in the Company's best interests, or whether an alternative plan, such as attempting to arrange replacement charters, might be of greater benefit.

In the absence of the renewal by BP Shipping of its option for all 3 vessels, the following alternatives are possible:

- The renegotiation by the Company and BP Shipping of the charters.
- The employment by the Company of the vessels in the spot market as from October 1, 2004.
- The long-term charter of the vessels to other end-users than BP Shipping.
- The sale of the vessels and the distribution of the proceeds to the company's shareholders.
- Any combination of these alternatives.

In connection with the special shareholders' meeting, the Board is expected to consider whether the alternatives other than the sale of all of the vessels as outlined above, might be of greater benefit to shareholders.

October 15, 2003

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