

ANNUAL REPORT AND ACCOUNTS 1999



DAMPSKIBSSELSKABET "NORDEN" A/S



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Brief Presentation of Dampskibsselskabet "NORDEN" A/S

Dampskibsselskabet "NORDEN" A/S was founded in 1871.

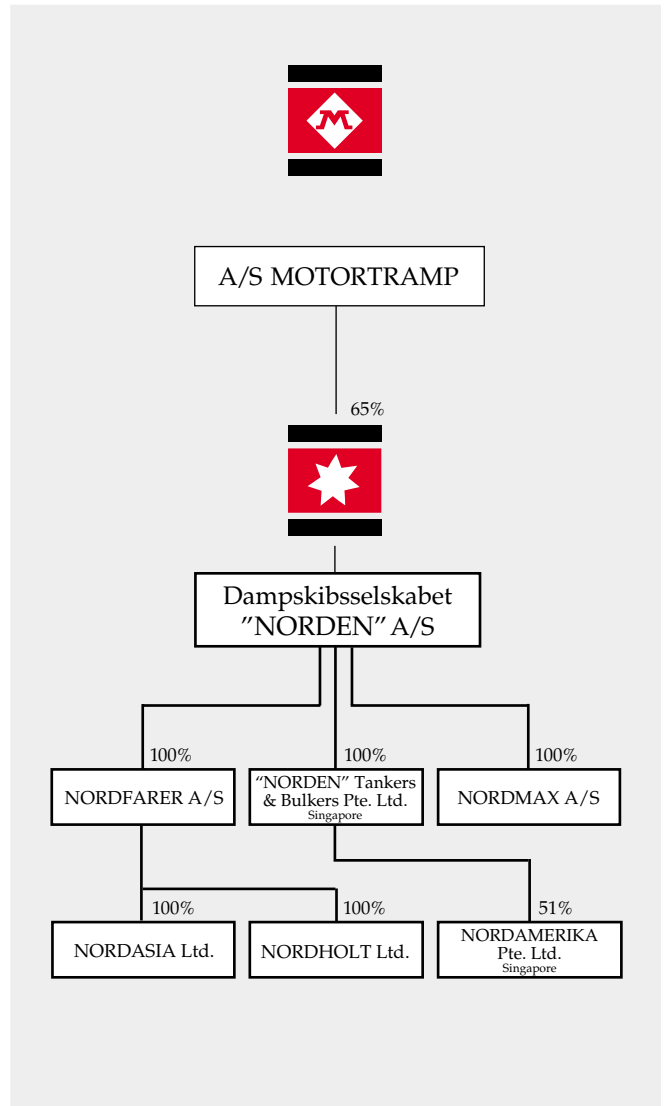
"NORDEN", which is the operating company in the Mototramp Group, is engaged in worldwide tramp shipping in the dry cargo and tanker sectors.

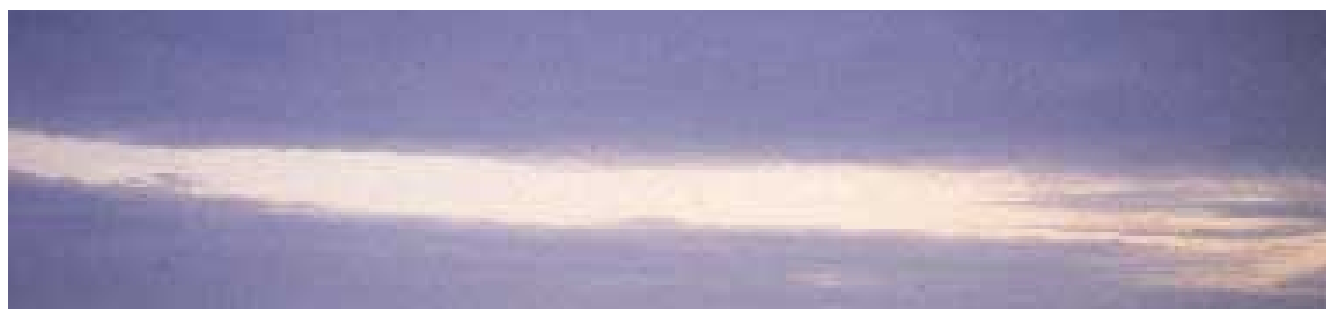
In 1999 the Shipping Company's tanker sector went through a rejuvenation process, old product tonnage being disposed of and new product tonnage being contracted. Likewise, modern tonnage was added in the Aframax sector.

The dry cargo sector continued its expansion, primarily within the Handymax sector, as contract volumes increased. Handymax tonnage was sold and new tonnage contracted.

At the start of the new millennium 30 units were employed, totalling approx. 2,050,000 dwt, comprising 21 dry cargo carriers totalling 1,516,000 dwt and 9 tankers totalling 534,000 dwt. Three of these units, equivalent to approx. 403,000 dwt, are wholly owned.

In 1999 the Shipping Company initiated a major new-building programme comprising both dry cargo and tankers. The new units will be delivered in 2000 and 2001. With these additions, the Shipping Company will have a very modern fleet at its disposal.





The Group · Key Figures 1999-1995

Key figures are in DKK million	1999	1998	1997	1996	1995
Freight income, etc.	1,030.4	650.7	590.1	481.5	495.0
Costs	-919.2	-577.8	-458.3	-359.4	-353.3
Result before depreciation	111.2	72.9	131.8	122.1	141.7
Profit on the sale of ships	13.5	29.9	36.9	0.0	30.6
Depreciation and write-downs	-67.2	-224.4	-89.8	-76.7	-81.9
Operating profit	57.5	-121.6	78.9	45.4	90.4
Share of result, Nortide Shipping Ltd.	1.9	-1.5	-1.5	11.2	-1.4
Net finance	-31.5	-44.3	-13.3	-34.1	-51.7
Profit on ordinary activities before tax and extraordinary items	27.9	-167.4	64.1	22.5	37.3
Tax on profit on ordinary activities	0.0	0.0	0.0	0.0	0.0
Profit on ordinary activities after tax	27.9	-167.4	64.1	22.5	37.3
Extraordinary income before tax	0.0	31.7	0.0	0.0	0.0
Tax on extraordinary income	0.0	0.0	0.0	0.0	0.0
Profit on extraordinary activities after tax	0.0	31.7	0.0	0.0	0.0
Result for the year	27.9	-135.7	64.1	22.5	37.3
Result for the year after minority interests	28.0	-135.7	64.1	22.5	37.3
Equity capital at year-end	449.6	417.3	560.6	496.7	477.7
Balance at year-end	1,325.0	1,424.2	1,435.9	1,363.7	1,431.6
Change in cash for the year	-34.3	182.9	-77.3	-106.6	6.7
Net investments in ships for the year	-101.5	113.6	125.7	89.4	-64.1





The Group · Ratios 1999-1995

Ratios	1999	1998	1997	1996	1995
¹⁾ Profit per share of DKK 100	57.74	-279.88	132.32	46.38	76.94
¹⁾ Dividend per share of DKK 100	12.00	8.00	17.91	11.94	14.93
Dividend in per cent for the year	12%	8%	18%	12%	15%
¹⁾ Intrinsic value	927	860	1.157	1.025	986
Return on equity	6.4%	-27.8%	12.1%	4.6%	8.1%
Equity ratio	33.9%	29.3%	39.0%	36.4%	33.4%
¹⁾ Share price at year-end	453.33	299	821	796	736
Quotation/intrinsic value	0.49	0.35	0.71	0.78	0.75
USD quotation at year-end	739.88	638.65	682.60	594.45	554.60

The ratios stated are calculated in accordance with "Recommendations and Ratios 1997" from the Danish Association of Financial Analysts. Unadjusted figures are otherwise used.

The comparative figures for 1998-1995 have been adjusted to reflect the changed accounting policy as of January 1, 1999 as regards financial leasing.

¹⁾ *The ratios for 1997-1995 have been adjusted for the share capital increase in 1998 totalling nominally DKK 295,000 in new shares at a price of 105 for company employees without pre-emption rights for existing shareholders.*





m.s. "Nord-Power" through the Great Belt under the new high-level bridge



Annual Report 1999

Financial Result for the Year

The result for the year after minority interests was a profit of DKK 28.0 million against a loss of DKK 135.7 million in the previous year.

Dividend of 12% is proposed (1998: 8%), equivalent to DKK 5.8 million, while the rest of the profit, DKK 22.2 million is proposed to be used for consolidation.

The result corresponds to the expectations stated in the preliminary statement to the Copenhagen Stock Exchange of December 7, 1999.

International Market Conditions

Many years of economic growth in large parts of Asia were followed by recession-like conditions at the end of 1997 with dire predictions of a prolonged financial crisis - a theme which dominated much of 1998. The crisis never became global thanks to the development in the USA and to some extent Europe which also saw continued growth, although at a slower pace.

1999 was characterised by consolidation and stabilisation of exchange rates in Asia.

This is reflected in cautious expectations that the individual countries in Asia are slowly approaching normal conditions with a reasonable level of supply and demand. Particularly the need for commodities has led to positive price trends to the benefit of developing countries among others.

However, the situation varies from country to country. For instance, Japan is struggling with extensive debt rescheduling in the banking sector and lack of consumer confidence in spite of massive support and action on the part of the government. This has led to marginal growth of approx. 0.5% in terms of GNP. Expectations of the development in the world's second largest economy - Japan - are still subject to some uncertainty. However, there is slight optimism that the positive trend registered in the rest of Asia will also be reflected in Japan.

In both the tanker and dry cargo markets the activities of Japan have a direct spin-off effect and are therefore monitored carefully.

International maritime trade remained at a virtually unchanged level in 1999 in comparison with 1998.

Market conditions were difficult, and the considerable addition of new tonnage did not make things easier.

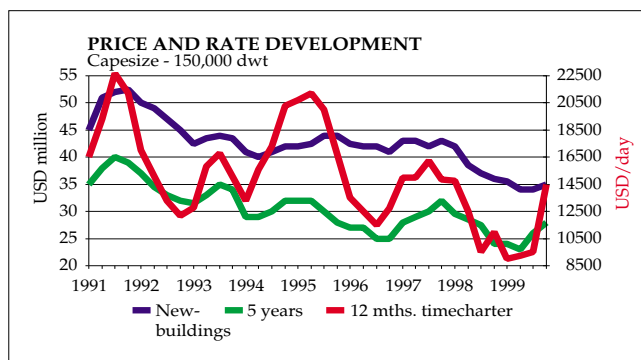
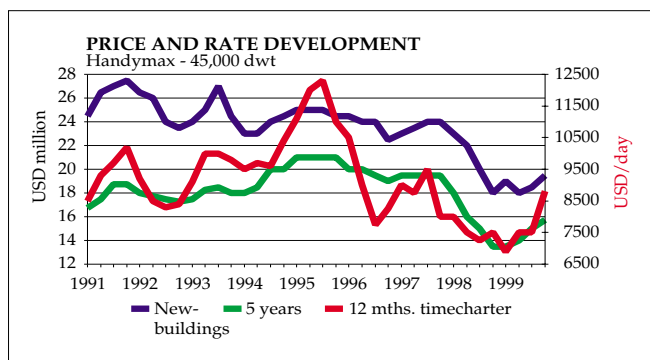
DRY CARGO VESSELS

Freight Rates and Ship Values

The Asian crisis continued unabated in the first quarter of 1999, which resulted in downward pressure on freight rates. Viewed in isolation, the first quarter of 1999 was the worst freight market since 1986 with a rate structure which only barely covered the basic operating costs. However, the US economy and confidence in its continued growth generated a basis for - and confidence in - a reversal of the trend, and considerable efforts were made to exploit the significant devaluation in 1998 in Korea/Japan for massive export campaigns. Growth was gradually registered in the Far East.

Owing to the crisis, many major manufacturers had been operating with very limited stocks. As demand and build-up of stocks increased, the demand for sea transport of bulk goods rose simultaneously. In the fourth quarter improvements were seen - particularly in the Capesize segment.





Average earnings in the market were as follows:

USD per day	1997	1998	1999	2000 January
Cape (150.000 dwt)	14.800	10.100	10.100	15.500
Panamax (70.000 dwt)	8.300	5.700	6.600	8.200
Handymax (45.000 dwt)	8.400	6.800	6.600	7.600

The Belgian shipping company/operator Bocimar contributed significantly to increasing rates in the Capesize segment by unexpectedly and swiftly chartering 35 Capesize units in August. This daring and dynamic move pressed rates upwards faster than the increase in demand would otherwise have done.

A major variable cost for a shipping company is fuel for the ships. In the spring, the price of crude oil dropped to USD 10/barrel, after which the OPEC countries - this time successfully - imposed restrictions on production. The price soared to USD 25/barrel, and unlike previously, the OPEC countries were able to sustain the quotas. Fuel prices have more than doubled to approx. USD 140 per tonne, which has undermined market improvements considerably.

The most positive characteristic of the first three quarters of 1999 is that the high rate of scrapping seen in 1998 continued, and in the fourth quarter acceptable rates were observed.

Summary of the Global Bulk Fleet

Ships/'000 dwt/January 2000	SIZE IN '000 DWT								Total
	10-25	25-40	40-50	50-80	80-100	100-200	200-300	300 +	
BULKER FLEET									
Existing fleet	22,920	54,507	38,692	69,569	5,707	66,098	9,565	1,332	268,390
Newbuilding	401	1,780	3,215	16,417	1,159	11,061	460	-	34,493
% of existing fleet	2%	3%	8%	24%	20%	17%	5%	-	13%
More than 15 years old	15,984	36,479	9,617	27,478	3,696	13,610	2,088	0	108,952
% of existing fleet	70%	67%	25%	39%	65%	21%	22%	-	41%
More than 20 years old	11,046	20,986	3,728	10,829	2,230	3,504	752	0	53,075
% of existing fleet	48%	39%	10%	16%	39%	5%	8%	-	20%

Order books increased considerably owing to low prices. Especially the Panamax sector is expanding rapidly, orders totalling approx. 25% of the existing tonnage.

Newbuilding Prices

In the second quarter, the newbuilding prices reached their lowest level:

Handymax (50,000 dwt/Japan)	USD 18 million
Panamax (70,000 dwt/Korea-Japan)	USD 19 million
Cape (170,000 dwt/Korea-Japan)	USD 32 million

Subsequently the market saw a "mini-boom" in contracting, and by the end of the year the order books had been filled well into 2002, leading to a rise in prices towards the end of 1999 to USD 20 million, USD 22 million and USD 37 million, respectively

Second-Hand Prices

The price development more or less followed that for newbuildings, reaching its lowest level in the second quarter. Towards the end of the year the downward trend seen in 1998/1999 had reversed, and prices were back at the 1997 level.

Demand

As a result of the increased activity in the Far Eastern economies, the demand for both commodities and semi-manufactured goods soared in the second half of 1999.



However, there was a considerable backlog from the first half, so the year-on-year changes were not impressive. Global steel production increased by 1% from 1998 to 1999. Sea transport of iron ore remained virtually unchanged. Coal imports into the EU, Korea and Japan (which are important bulk market economies) rose by 2.5%. The most positive results were seen in the grain market, where transports from the main exporting countries increased by 7.8%.

Supply

On January 1, 1999 the bulk fleet totalled approx. 265.0 million dwt. New tonnage added totalled approx. 13.0 million dwt. This was counterbalanced by scrapping of approx. 10.0 million dwt. In other words, total growth was just under 3.0 million dwt or 1%.

Activity and Employment

The freight profile of the Shipping Company was enhanced considerably in 1999, with the strong increase in volumes as regards both chartered tonnage and contracts. The increase in activities was primarily seen in the Cape and Handymax sectors, and to a lesser degree in the Panamax sector. The prioritisation of the Shipping Company at the start of 1999 meant an excess of cargoes in relation to tonnage. This turned out to be a prudent policy in the light of the market development in the first half of 1999.

Favourable market opportunities regularly occur, but at still shorter intervals. Consequently, they must be exploited when they arise. In the first half of 1999 - when the market was very uninspiring - the Shipping Company exploited attractive options to enter into long-term time charters with an option to buy after a number of years for a total of 7 units.

The significant increase in tonnage exposure has, however, taken place alongside continued expansion in cargo contracts. Optimum exploitation of tonnage and cargo is sought on an ongoing basis by means of portfolio management.

In its own name the Shipping Company contracted

two Handymax bulk carriers (51,000 dwt) from the Japanese Oshima shipyard in addition to the sister vessel which had previously been chartered on a long-term basis. Owing to increased demand at the end of the year the Shipping Company decided to resell the two Handymax bulk ships at an acceptable profit. However, this profit will not be entered as income until delivery takes place in 2001.

The Shipping Company sold m.v. "Nordpol" and m.v. "Nordkap" (50,000 dwt/1994) at reasonable prices.

In 1999 m.v. "Nord-Energy" was still employed on a favourable long-term charter.

M.v. "Nord-Power" was employed in the spot market, generally at unsatisfactory levels.

The total dry cargo fleet employed at year-end (including very short-term ships) was 2.5 million dwt.

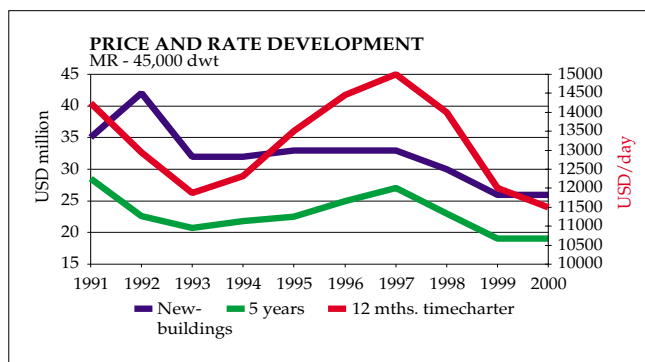
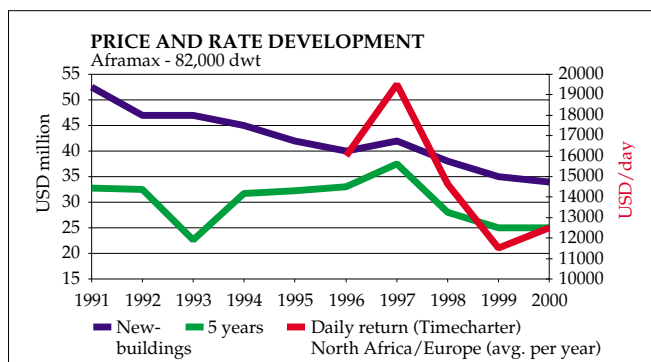
TANKERS

Freight Rates and Ship Values

The year was characterised by turbulence and contradictory trends. Rates were low throughout most of the year, leading to a decline in values, which again increased the pressure on shipyard prices. It was a challenging, but interesting year, and we view the approach of the new millennium with optimism.

The predominant event on the oil market in 1999 was OPEC's historic agreement with three non-OPEC countries (Norway, Mexico and Russia) to reduce oil production in order to stabilise and increase the price of crude oil, which had dropped below USD 10 per barrel. Displaying a degree of discipline among themselves which has not been seen since 1979, the OPEC countries succeeded in raising oil prices to more than USD 25 per barrel in the autumn.

It is the declared objective of OPEC to induce a reduction of the stocks of cheap oil which were built up throughout 1998 and the first half of 1999, and to attain a future price of USD 18-20 per barrel of crude oil.



The lower supply of oil for sale naturally led to a fall in transport requirements and consequently to lower freight rates.

As a result of low rates combined with the doubling of bunker prices, earnings were so low that tonnage scrapping in 1999 reached its highest level in 6 years. 112 units, equivalent to 16.55 million dwt, were scrapped, against 52 units and 7.43 million dwt in 1998, including 35 VLCC and ULCC and 25 Suezmax units - in other words, the figures more than doubled. In comparison, 31 VLCC and 13 Suezmax newbuildings were delivered in 1999. For the existing modern tonnage the reduced rates gave poor earnings which were further undermined by the very high bunker prices.

At the beginning of 1999 OECD predicted global GDP growth of 2.1%. However, new OECD estimates show expected growth of 3.0% in 1999. On this basis, the International Energy Agency (IEA) expects global demand for oil to rise by 1.4% in 1999 and 2.4% in 2000.

On December 12, 1999 one of the dreaded shipping disasters leading to heavy oil pollution occurred. A 24-year old product tanker carrying fuel oil and diesel oil was wrecked off the coast of France in the Bay of Biscay. A stretch of 300 km along the French Atlantic coast was severely affected by oil pollution.

Summary of the Global Tanker Fleet

Ships/'000 dwt/January 2000	SIZE IN '000 DWT								Total
	10-25	25-40	40-50	50-80	80-100	100-200	200-300	300 +	
TANKER FLEET									
Existing fleet	6,137	19,579	13,913	18,725	52,114	40,701	105,590	19,971	276,730
Newbuilding	391	1,518	1,825	1,913	3,801	7,637	21,125	880	39,090
% of existing fleet	6%	8%	13%	10%	7%	19%	20%	4%	14%
More than 15 years old	4,529	12,790	2,579	12,474	17,525	16,470	32,708	19,971	119,140
% of existing fleet	74%	65%	19%	67%	34%	40%	31%	100%	43%
More than 20 years old	3,180	9,189	607	4,726	10,078	14,462	30,854	18,604	91,794
% of existing fleet	52%	47%	4%	25%	19%	36%	29%	93%	33%

The order book is decreasing, but is still at a historically high level. More than 75% relates to VLCC (dwt 200,000 +) and Suezmax (dwt 140-160,000). The market for smaller sizes, including the Aframax segment, is looking interesting.

This serious accident raised much debate about maritime transport and its active players, and it is hoped that the effect of the accident will be positive in the long term as regards modern shipping and thereby the environment.

Within the EU, in particular France which was affected directly by the accident, pressure is increasing for a more transparent ownership structure, more stringent rules as to operation and maintenance, manning, control by the port authorities, inspection by the classification society, etc. These factors all contribute to enhanced safety and a better environment. Thus the foundation has been prepared for employing more modern tonnage in the future.

Throughout the year earnings fluctuated between USD 10,000 and USD 33,000 for modern VLCC tonnage, between USD 7,000 and USD 20,000 for Aframax tonnage and between USD 5,000 and USD 15,000 for 45,000 dwt product tonnage.

Newbuilding Prices

The decline in newbuilding prices seen in 1998 continued in the first half of 1999, but since then prices have been rising slightly.

The low freight market, combined with rising new-



building prices following pressure on the shipyard capacity from the dry cargo sector, meant fewer tanker contracts, and at year-end tanker orders totalled 40.5 million dwt against 45.4 million at year-end 1998.

The Shipping Company took advantage of the low prices, and in May contracts were concluded for the delivery of two modern 35,000 dwt double hull product/chemicals tankers from a Korean shipyard with an option for another two units. Against the background of the fleet's age profile, as more than 65% of the existing fleet is more than 15 years old, the Shipping Company defied the weak market, deciding to contract while the market was deemed to be at its lowest point. The two modern units will be delivered in August and September 2000. The option for another two product tankers was exercised - in cooperation with foreign interests - in early 2000. Delivery is expected in the second quarter of 2001.

Second-Hand Prices

The market for second-hand tonnage was stagnant in 1999.

With no "willing seller - willing buyer" in the market the number of transactions was considerably lower than in the previous years, and the price level remained weak throughout the year.

Acquisitions and Sales

As stated in the Annual Report for 1998, the favourable sale of m.t. "Nordholt" was effected in February 1999. The vessel was delivered to its new Danish owners in March.

In July the partners in Nortide Shipping Limited, among these Dampskibsselskabet "NORDEN" A/S, sold m.t. "Nordfarer" to Vietnamese interests, and the ship was delivered to its new owners in October after having terminated its voyage in Japan.

Subsequently the ownership of Nortide Shipping Limited was restructured. Singaporean interests transferred their ownership to the existing Scottish interests, so that the company is now owned 50-50% by Den-

holm Shipping Company Ltd. and Dampskibsselskabet "NORDEN" A/S.

Nortide Shipping Limited undertook one of the two Korean options mentioned above.

At the end of 1999 m.t. "Nordasia" was sold to the St. Frederikslund Group, which then entered into a long-term charter party with Dampskibsselskabet "NORDEN" A/S for the vessel. The existing chartering arrangement with Korean interests was maintained.

Activity and Employment

The objective of maximum risk cover for own tonnage was maintained in 1999, as own tonnage was employed on time-charter much of the year (75% in the first 8-9 months, dropping to 33% towards the end of the year). The low freight market made it difficult to renew these contracts upon expiry.

Dampskibsselskabet "NORDEN" A/S was the first Danish shipping company to exploit the new, more extensive framework for the Danish bareboat register. In mid-1999 a Japanese-owned Aframax tanker of approx. 95,000 dwt, built in 1992, was chartered on a bareboat basis for a number of years and subsequently registered in the Danish International Shipping Register (DIS). This generates a synergy effect with the Shipping Company's other two Aframax vessels, m.t. "Nordasia", which is on a long-term charter to Hyundai Merchant Marine under the DIS flag, and m.t. "Nordpacific" (formerly "Skaunord"), which has just been registered in DIS after the expiry of its 7-year bareboat charter party to Norwegian interests in November. At present the vessel is employed in the spot market, while "Nord Symphony" is on a time charter to Iranian interests operating in the Persian Gulf.

Until its delivery to its new owners in October, m.t. "Nordfarer" was engaged in the spot market at an unsatisfactory level. The same applied to m.t. "Nordfast" after the expiry of its time charter to Danish interests in August.



At the beginning of the year the Shipping Company's own tonnage was supplemented with two chartered units. In mid-year rates fell to an attractive level, and further tonnage was chartered, so that the chartered tonnage at year-end was 6 units, including one ship on a bareboat charter as stated above.

In 1999 the Shipping Company operated a total of 11 units, i.e. 8 product tankers and 3 crude oil tankers, totalling approx. 603,500 dwt, approx. 102,000 dwt of which were owned.

The Shipping Company's own office in Singapore has contributed positively to the activities of the Company over the year.

REVIEW AND STATUS AT THE TURN OF THE MILLENNIUM

At the start of the new millennium it is natural to take a look at the position of the Shipping Company.

Tanker activities were initiated in 1990 to supplement dry cargo activities in order to achieve greater diversification.

A conservative, yet progressive chartering policy and increased ownership interests in tankers have identified "NORDEN" as a serious and respected tanker operator in the market. At the dawn of the new millennium the Shipping Company's involvement in the tanker sector is greater than ever with four units in operation (all in DIS) and a newbuilding programme of four units so far, for delivery within the next twelve months. To this should be added chartered tonnage, which is adjusted to meet market requirements.

The Shipping Company's historical foundations are related to dry cargo - a segment which has expanded significantly within the last couple of years. The Shipping Company previously employed only owned tonnage, but this strategy has been radically changed to include a large volume of chartered tonnage. This development has matched the number of cargo contracts entered into, and the Shipping Company always aims to achieve the optimum balance on the basis of a current market evaluation.

The main focus of the Shipping Company has been Handymax tonnage (45-53,000 dwt) equipped with cranes and grabs and Capesize tonnage (150-170,000 dwt). For the latter category in particular the employment pattern is of great importance.

At New Year the Shipping Company's own fleet had been reduced to the two Capesize units "Nord-Energy" and "Nord-Power", but over the next 12 months the Shipping Company expects to take delivery of five Handymax units and one Capesize unit, all on long-term charters with options to buy.

The total contract volume of the Shipping Company was 1.6 million tonnes at year-end 1999.

The strong expansion of activities has been effected by an always dedicated and motivated staff, which has been increased to match the growing level of activity.

MISCELLANEOUS

The Management of the Company

At the annual general meeting in 1999 Mr. Mogens Hugo Jørgensen and Mrs. Alison J. F. Riegels retired from the Board by rotation and were both unanimously re-elected.

The Board of Directors elected Mr. Mogens Hugo Jørgensen as Chairman and Mrs. Alison J.F. Riegels as Vice Chairman.

Mr. Jens Fehrn-Christensen (47) has been appointed to the Board of Management as from January 1, 2000.

The Board and Management of the Company would like to take this opportunity to thank all employees for their fine and loyal effort in 1999.

FUTURE EXPECTATIONS AND PROSPECTS FOR 2000

To some extent the global market forces have regained momentum, among other things owing to the continued liberalisation process, which will benefit global trade.



The potential in the region of India-South Korea/Japan with China as an increasingly larger economic force has become more apparent, particularly in view of the region's population and growth. Today more than 25% of world GDP is attributable to this region, and continued growth is expected.

This trend, combined with the progressive Western economies, especially the USA, generates the basis for continued global growth, although the high oil prices are expected to have a restraining effect in the long run.

Whereas the present trend in demand is positive, supply is characterised by historically high delivery volumes from a still expansive shipyard sector. In the course of 1999 the global fleet was expanded by more than 40 million dwt, approximately half of which was for the tanker sector. However, this trend was offset by the fact that tanker scrapping activities almost doubled to approx. 18 million dwt due to the poor market conditions prevailing in the tanker market during 1999.

The dry cargo sector shows an equivalent pattern.

The market conditions prevailing in 1999 are clearly reflected in the current contracting activity within the tanker and dry cargo sectors. Approx. 15.0 million dwt new tanker tonnage was contracted (down by 50% from 1997) against approx. 23.0 million in dry cargo. Particularly in the Panamax sector the fact that shipyards will be delivering 1-2 ships a week over the next two years can give rise to concern.

Previous annual reports have often dwelt on the lack of self-discipline in the individual markets. Old tonnage, in many cases of an inferior quality and background, was allowed to operate in the open market. This has regularly made it difficult to introduce new, modern and environmentally friendly tonnage, which would, needless to say, not be competitive.

The above serious accident involving a 24-year old tanker seems to have contributed to a change in attitudes among authorities, classification societies and above all users of tonnage.

The requirements in respects of both manning and equipment are expected to be tightened considerably. We welcome this shift in attitudes and hope that it will finally pay to be a supplier of modern tonnage.

In the first half of 1999 the Shipping Company managed to take advantage of the weak economic conditions following the financial and economic crisis in Asia. Old tonnage was sold at acceptable prices, and a major newbuilding programme was initiated within both the dry cargo and tanker sectors, partly as owned tonnage, partly as long-term charters with an option to buy after a few years.

The advantage of the latter type of transaction is that the Shipping Company does not tie up its capital, and yet it has tonnage at its disposal to match its long-term strategy as to size, type, equipment, etc. The option to buy may also be valuable, depending on the market development.

The total value of investments in both owned and chartered tonnage is approx. USD 250 million. Own contracts concluded in 1999 were for two product tankers and two bulk carriers. The two latter units were resold to Greek interests at the end of 1999, for delivery from the shipyard in the first half of 2001.

The transactions made by the Shipping Company in 1999 were at a level which cannot be matched today. As a result of the development in exchange rates, including the strengthening of both the Japanese yen and the Korean won, shipyard prices expressed in USD rose by approx. 10-20% in 1999.

The major part of the new tonnage will be delivered in 2000, so that the Shipping Company will be able to benefit from modern tonnage in an improving market and its contract portfolio will be expanded correspondingly.

Thus the position of the Shipping Company enables it to exploit future market fluctuations optimally, and consequently financial expectations are optimistic. The expectations for the present year - including profit on sale of ships - are considerably higher than the 1999 result. However, profits will be affected by the strong fluctuations in freight rates and exchange rate developments.



INFORMATION FOR SHAREHOLDERS IN DAMPSKIBSSELSKABET "NORDEN" A/S REGARDING EXCHANGE OFFER FOR SHAREHOLDERS IN A/S MOTORTRAMP

For some time, the Board and Management of A/S Motortramp have been considering the corporate structure and ownership structure of A/S Motortramp with a view to modernising these structures and focusing on the Group's activities within shipping. Today, shipping activities are carried out by the subsidiary Dampskibsselskabet "NORDEN" A/S, 65% of which is owned by A/S Motortramp.

Consequently, when the statement of accounts was published on March 14, 2000, the Board Directors of A/S Motortramp offered the company's shareholders to exchange their shares for shares in Dampskibsselskabet "NORDEN" A/S.

Among A/S Motortramp's present shareholders, the Riegels family, Stensbygaard Fonden and A/S D/S Orients Fond have rejected the offer beforehand and thus remain shareholders in A/S Motortramp. Subsequently the company intends to effect compulsory redemption of the shares held by any remaining shareholders in Motortramp and to unlist the company on the Copenhagen Stock Exchange.

The terms and conditions of the exchange offer are stated in its "Exchange offer to the shareholders in A/S Motortramp", which has been sent to all registered shareholders in A/S Motortramp.

In the "Exchange offer to the shareholders in A/S Motortramp" the Board and Management of Dampskibsselskabet "NORDEN" A/S make the following statement:

Shipping is a capital-intensive business which also requires a high degree of liquidity and solvency.

It is a long-standing wish of the Board and Management of Dampskibsselskabet "NORDEN" A/S to achieve greater flexibility in terms of increased capital reserves in order to benefit from potential economies of scale within both chartering, technical operations and administration.

If the exchange offer to the shareholders in A/S Motortramp is accepted, Dampskibsselskabet "NORDEN" A/S will have a considerably broader ownership structure without any principal shareholder.

This structure would allow capital injections into Dampskibsselskabet "NORDEN" A/S at a time when it is favourable to acquire new tonnage.

Thus the basis would be created for the development of a shipping company in which the human resources are in a better position to exploit the volatile market fluctuations in a powerful and dynamic way.

Consequently, the Board and Management of Dampskibsselskabet "NORDEN" A/S recommend that the shareholders in A/S Motortramp accept the offer.



Accounts Report 1999

The accounts for the Group and the Parent Company are prepared in accordance with the provisions of the Danish Presentation of Accounts Act and the guidelines of the Copenhagen Stock Exchange for listed companies, including Danish accounting guidelines.

The accounting policies have been adjusted from 1998 as regards chartered ships if the charter contract in essence complies with the basic criteria of financial leasing and if the ships have been chartered for a period of at least 5 years, cf. below. The accounting policies applied are otherwise unchanged.

The consolidated result after tax amounted to a profit of DKK 28.0 million, against a loss of DKK 135.7 million in 1998, which included write-down of the value of the ships by DKK 150.0 million and extraordinary income of DKK 31.7 million.

The Group's equity capital totalled DKK 449.6 million, against DKK 417.3 million in 1998, corresponding to an increase of DKK 32.3 million.

In 1998 the balance sheet decreased by DKK 99.2 million from DKK 1,424.2 million at end-1998 to DKK 1,325.0 million at end-1999.

Adjustment of accounting policies

As mentioned in the Accounts Report for 1998 the accounting policies have been adjusted with effect from 1999. This means that chartered ships are included in the balance sheet if the charter contract complies with the basic criteria of financial leasing and if the ships have been chartered for a period of at least 5 years. At the end of the accounting year ships are valued and depreciated according to the same guidelines as for owned ships. Leasing liabilities are booked according to the same guidelines as for long-term liabilities in owned ships. From now on the operation of the ships is booked to the accounts in the same way as for financially leased and owned ships. A provision is made for docking if the Company is liable for the docking expenses.

As a result of this adjustment the heading fixed assets

in the accounts includes a new item called Financially leased ships, and long-term debt includes a new item called Leasing liabilities. In the profit and loss account charter hire is replaced by financial expenses and depreciation. In the accounts for 1999 this adjustment has caused a decrease in profit and equity capital by DKK 2.0 million, corresponding to the difference between depreciation and financial expenses against charter hire (leasing expenses). The balance sheet at December 31, 1999 increased by DKK 414.6 million. The comparative figures for 1998 have been adjusted, and profit and equity capital are unchanged, while the balance sheet at December 31, 1998 increased by DKK 83.0 million.

Ships

Freight income, etc. (net turnover) rose by DKK 379.6 million from 1998. This increase can be attributed to considerably stronger activity in chartered dry cargo tonnage and the resulting increase in freight income by DKK 397.0 million in 1999, from DKK 270.4 million to DKK 667.4 million. However, freight income from chartered tanker tonnage fell by DKK 15.3 million, from DKK 141.3 million at end-1998 to DKK 126.0 million at end-1999.

The rise in the USD rate of exchange had a positive effect on the profit for the year.

The crisis in Asia continued unabated into 1999, which resulted in a downward pressure on freight rates, while oil prices increased from less than USD 10 to more than USD 25 per barrel. However, some of the Company's vessels were engaged on previously concluded charter parties and cargo contracts. In the fourth quarter of 1999 increasing freight rates were recorded.

Operating expenses for ships, including provisions for docking expenses, were at the level expected in the budget. The majority of the ships' operating expenses comprises charter hire for chartered tonnage, cf. note 3 under Operating expenses.

In 1999 the Group sold the vessels "Nordholt", "Nord-



pol" og "Nordkap" at a total profit of DKK 13.5 million, including unutilised docking provisions.

Furthermore, "Nordasia" was sold and subsequently chartered by "NORDEN" on a long-term charter party. According to the adjusted accounting policies, cf. above, the ship is booked to Financially leased ships. The profit from the sale of DKK 31.7 million is deducted from the calculated acquisition price of the ship. Therefore the profit is carried as income over the depreciation period in the form of reduced depreciation of the financially leased ship.

The Shipping Company's net financial expenses decreased by DKK 12.8 million, which is primarily attributable to an exchange rate gain on cash at bank and in hand of 15.0 million against a loss of DKK 17.2 million in 1998, which included a gain of DKK 14.3 million as interest compensation and exchange rate gain on a terminated contract.

The Shipping Company's ships are included in the balance sheet at acquisition price in Danish kroner, less accumulated depreciation and write-downs.

The book value of the vessels is subject to ongoing comparison with their potential earnings capabilities and relevant value indicators. Ships are written down if earnings are considered unsatisfactory in the long term, or a significant lasting depreciation has taken place.

To support the assessment of the ships' book value the Shipping Company submits its ships to continuous evaluation by two independent brokers. The brokers' assessments are in USD, so the exchange rate plays an important role when comparing with book values in DKK.

Docking

Continuous provision is made for docking at an amount equivalent to a proportional share of the estimated costs of the vessel's next docking.

On sale of the ship any unutilised docking provision

will be carried as income under Profit on the sale of ships since the sales price of the vessel and thus the profit on sale will depend on the general condition of the vessel.

Taxation

No deferred tax is set off in the balance sheet. Deferred tax primarily concerns differences between taxable and accounting depreciation of vessels. The Company expects that also in the future tax commitments can be deferred for several years by depreciation of its own vessels. Deferred tax is therefore stated solely as a note to the annual accounts.

Forward Cover Transactions

Long-term foreign-exchange loans denominated in USD are included at the exchange rate on the balance-sheet date. The loans are raised in USD in order to obtain foreign-exchange cover for the Shipping Company's future revenue in USD such as freight income and the proceeds on sale of ships. The Shipping Company thus fulfils the cover provisions.

As a consequence the value adjustment on long-term foreign-exchange loans in connection with the adjustment from the original to the year-end exchange rate is included as an accrued item, i.e. as a short-term outstanding or debt item. The accrual is reduced in step with repayment of the loan and carried to the profit and loss account as a deduction or addition to the net dollar income (value adjustment).

At the close of 1998 the unrealised value adjustment of the Group's USD loans constituted an exchange loss of DKK 65.3 million, which is included under "Current assets".

Associated Companies

The Shipping Company's share of the profit (50%) of Nortide Shipping Limited is included under associated companies. The company's ship "Nordfarer" was sold in 1999 at a small profit.



Cash Flow

In 1999 the Shipping Company's liquidity decreased by DKK 34.3 million and at the close of 1999 it totalled DKK 158.8 million.

The decrease in liquidity despite sale of ships is related to the prepayments in 1999 concerning the Company's newbuilding programme which amounted to DKK 148.0 million.

Risk Profile

The shipping sector is very sensitive to economic fluctuations, which is reflected in the strong variation in freight rates and ship prices. Charter of ships increases the risk profile, but the Shipping Company controls this increased portfolio risk by means of affreightment, cargo contracts and forward freight agreements.

The Shipping Company's ships are insured with recognised international insurance companies at very competitive premiums which reflect the Shipping Company's good insurance performance. This is the result of the work of qualified employees on board and the good state of repair of the ships. The ships are continuously insured at values above market level.

In foreign-exchange terms the Shipping Company's business areas are USD-based, since freight income and income from sale of ships are settled exclusively in USD, which is the currency of account for the shipping sector.

In order to minimise the exchange rate risk the Shipping Company seeks to match foreign-exchange income and expenditure, assets and liabilities, primarily by denominating as many costs and liabilities as possible in USD if this is deemed to be financially prudent. Otherwise, the amounts are covered in the foreign-exchange market in accordance with the strategy chosen.

Since the Shipping Company is a USD-based company, the Shipping Company's actual foreign-exchange risk comprises the costs not defrayed in USD. In terms of

amount this concerns the equivalent of approx. USD 10 million in DKK per year. The Shipping Company's policy is to obtain forward cover of these costs for a period of between six months and two years, depending on the development in the USD rate. At the close of 1999 forward cover for costs had been arranged for a period of approx. two years.

The Shipping Company's surplus liquidity is accumulated in USD, since it is expected to be reinvested in ships when the timing is right.

The shipping sector is a capital-intensive industry and the interest paid for the financing therefore has a significant impact on the profit for the year. Since the Shipping Company - as part of its overall risk management - wishes to contain its financial risks, the Company has chosen the policy of locking the interest rate for a period which can fluctuate between 2 and 6 years for the Company's overall loan portfolio, including interest-rate dependent bareboat contracts. At the close of 1999 the interest rate for the Group on average had been locked for two years at attractive levels.

Credit risk

The Shipping Company's credit risk mainly comprises freight debtors, prepaid t/c hire, prepayments to shipyards for newbuildings and cash at bank and in hand. The amounts of these items carried to the balance sheet correspond to the maximum credit risk.

Freight debtors are oil companies, oil traders, shippers and shipping companies with an acceptable credit rating. In addition, freight debtors have been allocated in such a way that the Shipping Company's credit risk is not seen as extraordinary.

In respect of chartered tonnage the t/c hire is prepaid for a period of maximum 30 days, and the prepayments have been allocated in such a way that the Shipping Company's credit risk is not seen as extraordinary.

Prepayments to shipyards are secured by means of guarantees depending on the shipyard's financial standing

and the extent of the prepayments. As collateral for the Shipping Company's prepayments to the Daedong shipyard in South Korea for the contracting of 2 product tankers the Shipping Company has received a letter of guarantee from a recognised western European bank. As collateral for the Shipping Company's contracting of 2 handymax bulk carriers the Shipping Company has received a company guarantee from one of the largest Japanese trading houses.

The Shipping Company's cash at bank and in hand has been deposited at banks with a high credit rating.

Year 2000

No significant problems occurred in connection with the millennium change.

Accounts information

In 2000, as in previous years, the Company has decided to publish only an interim report in week 35. No quarterly reports will be published in 2000.

Allocation of Profits

The Board of Directors recommends to the general meeting that the profit of the Parent Company be allocated as follows:

Dividend, 12% (1998: 8%)	DKK	5.8 million
Transferred to equity capital	DKK	22.2 million
	DKK	28.0 million



m.s. "Nord Ace" in the English Channel

Signatures

The Board of Directors and Management today considered and adopted the Consolidated Accounts and the Annual Report and Accounts.

The Consolidated Accounts and the Annual Accounts are submitted for approval by the General Meeting.

The Annual Accounts are presented in accordance with current accounting provisions.

Copenhagen, March 14, 2000

Management

Steen Krabbe
President

Jens Fehrn-Christensen
Executive Vice President

Board of Directors

Mogens Hugo Jørgensen
Chairman

Alison J. F. Riegels
Vice Chairman

Erik Gregers Hansen

Kirsten Hansen

Erling Højsgaard

Allan Thomsen

The Annual General Meeting will be held on Friday, May 5, 2000 at 11.00 a.m. at the premises of the Danish Shipowners' Association, Amaliegade 33, Copenhagen.



Auditor's Certificate

We have audited the financial statements of Dampskibsselskabet "NORDEN" A/S for the year 1999 presented by the management.

Basis of Opinion

We planned and conducted our audit in accordance with generally accepted auditing standards to obtain reasonable assurance that the financial statements are free of material misstatements. Based on an evaluation of materiality and risk, we have, during the audit, tested the basis and documentation for the amounts and disclosures in the financial statements. Our audit includes an assessment of the accounting policies

applied and estimates made. In addition, we have evaluated the overall adequacy of the presentation of information in the financial statements.

Our audit has not resulted in any qualifications.

Opinion

In our opinion, the financial statements have been prepared in accordance with the accounting provisions of Danish legislation and give a true and fair view of the Group and Parent Company's assets and liabilities, financial position and profit/loss for the year.

Copenhagen, March 14, 2000

KPMG C. Jespersen

PricewaterhouseCoopers

Finn L. Meyer
State-Authorised Public Accountant

Knud Andersen
State-Authorised Public Accountant





Accounting Policies

The accounts for the Group and the Parent Company are prepared in accordance with the provisions of the Danish Presentation of Accounts Act and the guidelines of the Copenhagen Stock Exchange for the preparation of the accounts of stock-exchange listed companies. The accounting policies have been adjusted compared to 1998 as regards chartered ships if the charter contract in essence complies with the basic criteria of financial leasing and if the ships have been chartered for a period of minimum 5 years, cf. the financial review. The accounting policies have been adjusted according to these changes.

The Consolidated Accounts

The consolidated accounts comprise the accounts of the Parent Company and subsidiaries in which the Parent Company holds the majority of the voting rights, directly or indirectly.

The consolidated accounts are prepared by aggregating the audited accounts of the Parent Company and the subsidiaries by combining the income and expenses as well as assets and liabilities of a uniform nature.

The accounts on which consolidation is based are prepared in accordance with the Group's accounting policies.

On consolidating the Group companies' profit and loss accounts and balance sheets, intra-Group income and expenses as well as intra-Group accounts, profits and losses are eliminated.

Shares in subsidiaries are offset against the pro rata share of the subsidiaries' intrinsic book value at the time of acquisition (the past equity method).

Newly established or acquired companies are entered to the consolidated accounts as of the date of acquisition. Companies that are sold are included as of the date of sale. Comparative figures are not adjusted in connection with the purchase or sale of companies. The annual accounts and the notes contain sufficient information for a meaningful comparison in those

cases where the composition of the Group has changed significantly in the course of the accounting year.

Minority Interests

In the consolidated profit and the consolidated equity capital the part of the subsidiaries' results and equity capital which may be transferred to minority interests is stated separately.

The Profit and Loss Account

Freight Income and Operating Expenses

The freight income generated by the ships and the expenses incidental to the operation thereof are recognised under the accruals concept pursuant to the charter parties concluded. Income and expenses attributable to the accounting year are thus included in the profit and loss account. Bareboat hire for ships chartered under bareboat charters has been carried as expenses under operating expenses.

Other Operating Income

Other operating income primarily relates to management income, administration fees and rent received.

Other Expenses

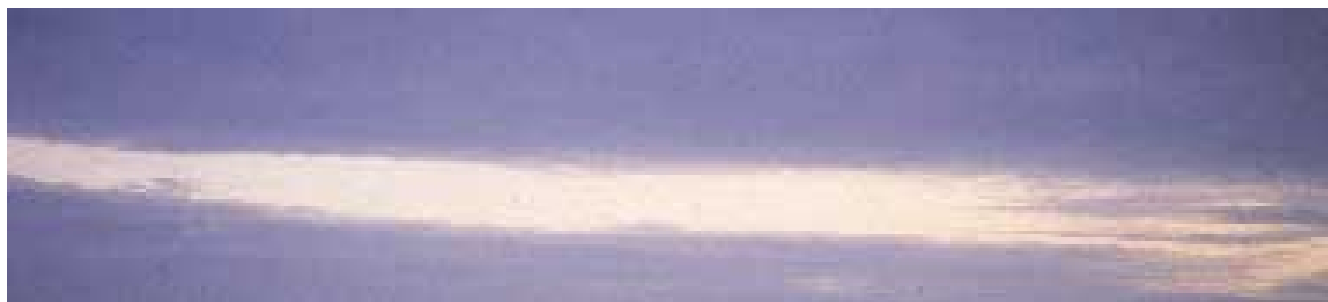
Other expenses include costs incidental to the upkeep of property, office expenses, external assistance, etc.

Profit on the Sale of Ships

Profit on the sale of ships is entered as the difference arising on subtracting the book value from the net sales price. In addition, the item includes any profits/losses on the repayment of the related ship loans in foreign currencies.

Financial Items

Interest income and interest expenses are booked to the profit and loss account at the amounts attributable to the accounting year. Dividends on shares are car-



ried as income in the year in which they are distributed.

Realised gains and losses on securities are entered to the profit and loss account. Unrealised gains are not entered to the profit and loss account, but are transferred to the revaluation reserve under equity capital until the securities are realised or written down. Unrealised losses not covered by the previous years' revaluation are booked as expenses in the profit and loss account.

Realised as well as unrealised exchange rate profits and losses on current assets and current liabilities are entered to the profit and loss account. For exchange rate profits and losses on long-term foreign currency loans and leasing liabilities, please refer to Accounts in Foreign Currencies below.

Extraordinary Items

Extraordinary items include income and expenses deriving from transactions outside the ordinary activities.

Tax

The anticipated tax payable on the taxable income of the year has been charged to the profit and loss account and included in the balance sheet under current liabilities.

The Parent Company, the wholly-owned subsidiaries in Denmark and certain foreign subsidiaries are jointly taxed. Corporation tax payable in respect of the jointly taxed companies is allocated between profit- and loss-making Danish companies in proportion to their taxable income (full allocation).

No provision is made for deferred tax since the deviations between accounting and tax values resulting from the Group's present and expected future investment policy are of a permanent nature. The deviations are a result of income and expenses not being booked in identical periods in the profit and loss account and tax accounts. The deferred tax is stated in a note to the accounts.

The Balance Sheet

Tangible Fixed Assets

Properties include office and residential buildings booked at cost of acquisition with deduction of the depreciation charged over the expected useful lives of the assets amounting to a maximum of 50 years.

Ships are entered at cost of acquisition less accumulated depreciation and write-downs. For new ships, financing and loan costs incurred during the period of construction are included. Depreciation on ships is charged on a straight-line basis over the expected useful lives, i.e. a 20-year period. On deciding the period of depreciation for second-hand ships, the ships' condition and age at the time of acquisition are taken into consideration, always provided that the depreciation period will not exceed 20 years as from delivery as a newbuilding. In the case of major and permanent value decreases, individual write-downs are made.

Chartered ships are included in the balance sheet if the charter contract in essence complies with the basic criteria of financial leasing, and if the ships are chartered for a period of more than 5 years. The ships are booked in the balance sheet at a value corresponding to the current value of the financial payments stated in the contracts. At the end of the accounting year the ships are valued and depreciated according to the same guidelines as for owned ships.

Fixtures and equipment are included at acquisition cost less accumulated depreciation. Fixtures and equipment are depreciated on a straight-line basis over an expected useful life of 5-10 years.

Minor new acquisitions are not carried as assets, but charged to the profit and loss account as expenses.

Shares in Subsidiaries

Shares in subsidiaries are included in the accounts of the Parent Company at the pro rata ownership share of the subsidiaries' equity capital (the equity method).



Where the equity capital of a subsidiary is negative, an amount equivalent to the negative equity capital of the subsidiary will be offset against amounts owed by the subsidiary, or entered as a liability item.

The profit and loss accounts of foreign subsidiaries are converted into Danish kroner at average exchange rates for the accounting year, while balance sheets are converted at the exchange rates prevailing on the balance-sheet date. Any exchange rate deviations on conversion of the equity capital of foreign subsidiaries at the exchange rate prevailing on the balance-sheet date are booked to the equity capital.

The Parent Company's share of the subsidiaries' results is included in the profit and loss account. The shares of results are divided between *Profit on ordinary activities before tax*, *Tax on the profit on ordinary activities*, *Profit on ordinary activities after tax*, *Extraordinary items before tax*, *Tax on extraordinary items* and *Extraordinary items after tax*.

The profit for the year and the equity capital of the Parent Company are thereafter identical to those of the Group.

Shares in Associated Companies

Shares in associated companies are included at the pro rata ownership share of the associated companies' equity capital (the equity method).

The profit and loss accounts of foreign associated companies are converted into Danish kroner at average exchange rates for the accounting year, while balance sheets are converted at the exchange rates prevailing on the balance-sheet date. Any exchange rate deviations on conversion of the equity capital of foreign associated companies at the exchange rate prevailing on the balance-sheet date are booked to the equity capital.

The share of the associated companies' results is included in the profit and loss account. The shares of results are divided between *Profit on ordinary activities before tax*, *Tax on the profit on ordinary activities*, *Profit on ordi-*

nary activities after tax, *Extraordinary items before tax*, *Tax on extraordinary items* and *Extraordinary items after tax*.

Stocks

Stocks primarily comprise stocks of oil on board ships. Stocks of oil are included at the lower of cost or net realisable value. The cost is calculated by the "first in, first out" (FIFO) method.

Debtors

Amounts owed to the company are included at nominal value less provision for individual losses.

Securities

Securities consist of stock-exchange listed shares, stock-exchange listed bonds and mortgage deeds, and are included in the balance sheet at the officially quoted stock-exchange prices or estimated market value at year-end.

Provisions for Docking Expenses

Provisions for docking expenses are made on an ongoing basis as a pro rata share of the estimated cost of each individual ship's next docking.

Liabilities

Realised balances of leasing liabilities on financially leased ships are included in the balance sheet as a liability. Leasing liabilities are booked under long-term liabilities. Interest on leasing liabilities is booked as expenses under financial items.

Other liabilities are entered at their nominal value.

Accounts in Foreign Currencies

Transactions in foreign currencies are converted into Danish kroner at the rate of exchange prevailing on the date of the transaction.

Debtors and liabilities in foreign currency are conver-



ted into Danish kroner at the exchange rate prevailing on the balance-sheet date. Where forward-exchange contracts are concluded to hedge against currency fluctuations, the forward exchange rate is applied.

Long-term loans and leasing liabilities in USD are thus included at the rate on the balance-sheet date. The loans are raised to achieve forward cover of the Shipping Company's future revenues in USD in the form of freight income and proceeds on sale of ships. This is in compliance with the cover provisions.

As a consequence the exchange rate adjustment on long-term loans and leasing liabilities in USD as a result of the amendment from original rate to year-end exchange rate is included as an accrued item under current assets and liabilities. This item will be reduced and carried to the profit and loss account in step with repayment as a deduction from or addition to (exchange rate adjustment) the net dollar income.



Cash Flow Statement for the Group

The Cash Flow Statement is prepared according to the indirect method, based on the operating profit. The Cash Flow Statement shows the cash flow of the Group for the year and its cash position at year-end. The cash flow is generated from or applied within the following three main areas: operations, investments and financing.

The *Cash Balance* comprises easily negotiable securities (current assets) and cash at bank and in hand and short-term bank loans.

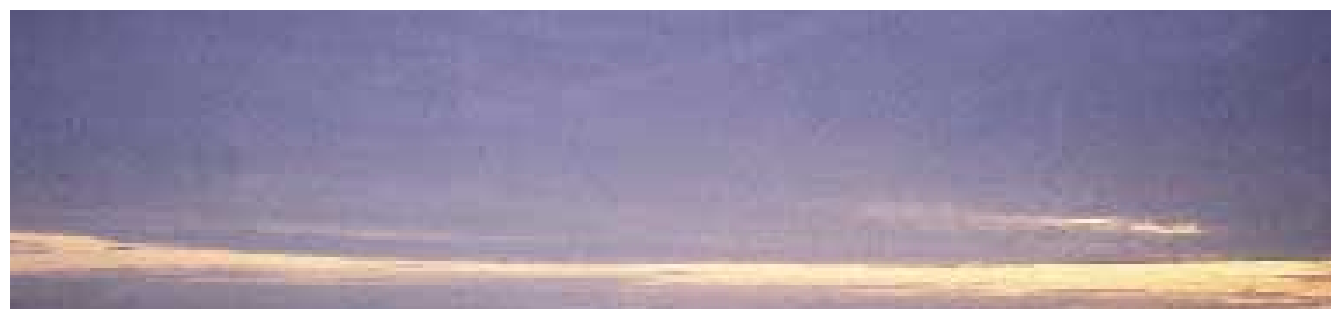
Cash Generated from Operations is entered as the operating profit adjusted for non-liquid operating items, change in the working capital, financial receipts and payments and with deduction/addition of corporation tax paid or received.

Working Capital comprises current assets and current liabilities excluding the items included under investments, financing or liquidity.

Investments comprise purchase and sale of fixed assets and prepayments on newbuildings included under fixed assets as well as the net proceeds on sale of ships acquired for the purpose of resale. *Investments* furthermore include an increase in investments in subsidiaries and associated companies.

Financing comprises the raising and servicing/repayment of long-term loans (including leasing liabilities) and short-term loans which cannot be allocated to *Cash Generated from Operations*, as well as payments to or funds provided by shareholders including distribution of dividend for previous accounting years.

Positive amounts indicate cash receipts, whereas negative amounts are cash payments.

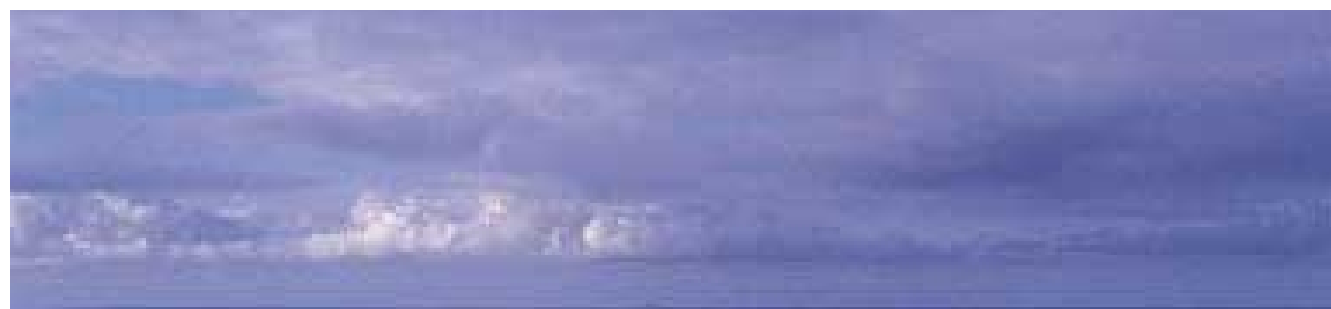


Profit and Loss Account 1 January-31 December 1999

DKK 1,000		The Group		The Parent Company	
Note		1999	1998	1999	1998
1	Freight income	1,028,488	648,047	950,013	585,380
2	Other operating income	1,925	2,725	3,450	3,900
	Net turnover	1,030,413	650,772	953,463	589,280
3	Operating expenses	-856,293	-516,330	-841,651	-501,246
4	Staff expenses	-49,892	-48,728	-41,640	-41,023
5	Other expenses	-13,035	-12,820	-10,620	-11,088
	Result before depreciation	111,193	72,894	59,552	35,923
	Profit on the sale of ships	13,532	29,883	-1,089	29,883
6	Depreciation and write-downs	-67,171	-224,380	-39,471	-177,765
	Operating profit	57,554	-121,603	18,992	-111,959
7	Share of result, Nortide Shipping Ltd.	1,896	-1,486	1,896	-1,486
8	Share of result before tax and extraordinary items, subsidiaries	-	-	20,509	-25,981
9	Financial income	22,080	24,354	15,609	27,189
10	Financial expenses	-53,545	-68,605	-29,001	-55,103
	Profit on ordinary activities before tax and extraordinary items	27,985	-167,340	28,005	-167,340
12	Tax on profit on ordinary activities	0	0	0	0
	Profit on ordinary activities after tax	27,985	-167,340	28,005	-167,340
11	Extraordinary income before tax	0	31,690	0	31,690
12	Tax on extraordinary income	0	0	0	0
	Profit on extraordinary activities after tax	0	31,690	0	31,690
	Result for the year	27,985	-135,650	28,005	-135,650
	Share of minority interests	20	0	-	-
	RESULT FOR THE YEAR	28,005	-135,650	28,005	-135,650

Balance Sheet at 31 December 1999 · Assets

DKK 1,000		The Group		The Parent Company	
Note		1999	1998	1999	1998
13	Properties	15,992	15,893	15,992	15,893
14	Ships	384,733	989,155	240,224	470,755
15	Financially leased ships	340,632	83,005	340,632	83,005
16	Fixtures and equipment	6,841	3,201	5,839	3,106
17	Prepayments on newbuildings	147,971	0	147,971	0
	Tangible fixed assets	896,169	1,091,254	750,658	572,759
18	Shares in subsidiaries	-	-	139,033	79,180
	Amounts owed by subsidiaries	-	-	42,315	68,596
7	Shares in Nortide Shipping Ltd.	69,880	58,583	69,880	58,583
	Financial fixed assets	69,880	58,583	251,228	206,359
	Fixed assets	966,049	1,149,837	1,001,886	779,118
	Stocks	29,450	10,283	27,673	9,361
	Freight debtors	56,046	32,545	50,112	27,942
	Amounts owed by affiliated companies	0	0	664	12,292
	Amounts owed by associated companies	32	57	32	57
	Other debtors	15,816	3,679	3,596	3,159
19	Accruals	98,756	36,246	72,779	31,087
	Debtors	170,650	72,527	127,183	74,537
20	Securities	3,240	1,857	3,240	1,857
	Cash at bank and in hand	155,602	189,706	68,095	161,265
	Current assets	358,942	274,373	226,191	247,020
	TOTAL ASSETS	1,324,991	1,424,210	1,228,077	1,026,138



Balance Sheet at 31 December 1999 · Liabilities

DKK 1,000		The Group		The Parent Company	
Note		1999	1998	1999	1998
21	Share capital	48,500	48,500	48,500	48,500
22	Revaluation reserve	869	0	869	0
23	Reserve for net revaluation by the equity method	-	-	104,241	34,282
24	Profit carried forward	400,249	368,763	296,008	334,481
	Equity capital	449,618	417,263	449,618	417,263
25	Minority interests	-38	0	-	-
26	Provision for docking expenses	34,545	30,645	29,951	27,447
	Provisions	34,545	30,645	29,951	27,447
	Danish Ship Finance	0	189,072	0	189,072
	Bank loans	242,802	471,223	134,335	114,575
	Leasing liabilities	390,642	99,264	390,642	99,264
27	Long-term liabilities	633,444	759,559	524,977	402,911
27	Servicing of long-term loans within 1 year	66,374	120,450	46,516	85,427
	Bank debt	172	40	172	40
	Trade creditors	41,052	19,509	35,473	17,399
	Amounts owed to affiliated companies	0	0	43,809	4,209
	Amounts owed to associated companies	61,533	38,319	61,533	38,319
	Other creditors	12,450	16,990	10,187	11,688
	Accruals	20,021	17,555	20,021	17,555
	Dividend proposed	5,820	3,880	5,820	3,880
	Current liabilities	207,422	216,743	223,531	178,517
	Total liabilities	840,866	976,302	748,508	581,428
	LIABILITIES AND EQUITY CAPITAL	1,324,991	1,424,210	1,228,077	1,026,138
28	Mortgages				
29	Contingent liabilities				

Cash Flow Statement for The Group

DKK 1,000

	1999	1998
Operating profit	57,554	-121,603
Reversed depreciation and write-downs	67,171	224,380
Reversed profit on the sale of ships	-13,532	-29,883
Reversed provision for docking expenses	10,733	10,755
Other adjustments	7,760	12,187
Increase or decrease in working capital	-53,532	12,420
Cash flow from operations before financial items	76,154	108,256
Financial receipts	24,279	24,184
Financial disbursements	-53,545	-68,563
Cash flow from ordinary activities	46,888	63,877
Extraordinary income before tax	0	31,690
CASH GENERATED FROM OPERATIONS	46,888	95,567
Investments in financially leased ships	-267,067	0
Investments in other tangible fixed assets	-5,391	-509,017
Change in prepayments on newbuildings	-147,971	234,831
Net proceeds on sale of ships	554,877	186,480
Net proceeds on sale of tangible fixed assets	197	319
INVESTMENTS	134,645	-87,387
Dividend to shareholders	-3,880	-8,677
Issue of employee shares	0	295
Funds provided by shareholders	-3,880	-8,382
Raising of leasing loans	298,744	0
Raising of other long-term loans	43,318	275,975
Servicing of/repayment of leasing loans	-8,320	-6,979
Servicing of/repayment of other long-term loans	-568,903	-83,276
Raising of/servicing of loans from associated companies	23,214	-2,637
Loan financing	-211,947	183,083
FINANCING	-215,827	174,701
INCREASE OR DECREASE IN THE CASH BALANCE FOR THE YEAR	-34,294	182,881
Cash balance 1/1	191,523	9,048
Value adjustment of securities for the year	1,441	-406
Increase or decrease in the cash balance for the year	-34,294	182,881
CASH BALANCE 31/12	158,670	191,523
The cash balance comprises:		
Securities	3,240	1,857
Cash at bank and in hand	155,602	189,706
Short-term bank debt	-172	-40
	158,670	191,523

Notes

Note	The Group		The Parent Company	
	1999	1998	1999	1998
	DKK 1,000			
1 Freight income				
Tank – own ships	125,944	100,879	47,469	38,212
Tank – chartered ships	126,039	141,298	126,039	141,298
Tank	251,983	242,177	173,508	179,510
Dry cargo – own ships	109,101	135,519	109,101	135,519
Dry cargo – chartered ships	667,404	270,351	667,404	270,351
Dry cargo	776,505	405,870	776,505	405,870
	1,028,488	648,047	950,013	585,380
2 Other operating income				
Commercial management income	1,133	1,589	1,133	1,526
Administration fees	170	495	1,695	1,733
Rents received	622	606	622	606
Gain on sale of fixtures and equipment	0	35	0	35
	1,925	2,725	3,450	3,900
3 Operating expenses				
Charter hire for chartered ships	510,728	320,354	510,728	320,354
Bunker oil	123,525	50,227	121,927	49,172
Other voyage costs	176,554	86,264	175,112	83,959
Other operating expenses	45,486	59,485	33,884	47,761
	856,293	516,330	841,651	501,246
4 Staff expenses				
Wages and salaries	42,664	42,186	35,126	34,560
Remuneration to the Parent Company Directors	375	375	375	375
Remuneration to the Parent Company Management	1,780	1,648	1,780	1,648
Pension and social security costs	5,073	4,519	4,359	4,440
	49,892	48,728	41,640	41,023
Number of employees (average)	200	190	165	158
5 Fees to auditors elected by the general meeting				
Other expenses include the total fees to the accounting firms attributable to the past accounting year:				
KPMG			340	340
PricewaterhouseCoopers			430	290
Including services other than auditing:				
KPMG			120	25
PricewaterhouseCoopers			200	200
6 Depreciation and write-downs				
Ships - depreciation	56,244	66,656	28,764	43,884
Ships - write-downs	0	126,500	0	102,700
Financially leased ships - depreciation	9,440	6,608	9,440	6,608
Financially leased ships - write-downs	0	23,500	0	23,500
Properties - depreciation	100	100	100	100
Fixtures and equipment - depreciation	1,387	1,016	1,167	973
	67,171	224,380	39,471	177,765

Notes

DKK 1,000	The Group		The Parent Company	
	1999	1998	1999	1998
Note				
7 Share of result and investment in Nortide Shipping Ltd., Bermuda (associated company, share of ownership 50%)				
Acquisition cost 1/1	43,316	43,316	43,316	43,316
Acquisition cost 31/12	43,316	43,316	43,316	43,316
Value adjustments 1/1	15,267	20,887	15,267	20,887
Share of the profit for the year	1,896	-1,486	1,896	-1,486
Exchange rate adjustment of investment	9,401	-4,134	9,401	-4,134
Value adjustments 31/12	26,564	15,267	26,564	15,267
Book value 31/12	69,880	58,583	69,880	58,583
8 Share of result before tax and extraordinary items, subsidiaries				
Nordmax A/S, Copenhagen			-2,685	-25,283
Nordfarer A/S, Copenhagen			58,662	1,441
"NORDEN" Tankers & Bulkiers Pte. Ltd., Singapore			-3,791	-2,139
Reversed profit on financially leased ship			-31,677	0
			20,509	-25,981
9 Financial income				
Dividends	8	8	8	8
Bond yields	9	16	9	16
Realised gains on securities	0	170	0	170
Reversed previously unrealised loss on shares	572	0	572	0
Interest income and exchange rate adjustments affiliated companies	-	-	4,437	3,413
Interest income and exchange rate gain from cancellation of newbuilding	0	14,318	0	14,318
Other interest income	6,487	9,842	4,469	9,264
Exchange rate adjustments	15,004	0	6,114	0
	22,080	24,354	15,609	27,189
10 Financial expenses				
Interest expenses, long-term debt, etc.	51,336	51,009	26,587	36,556
Interest expenses and exchange rate adjustments affiliated companies	-	-	205	1,927
Interest expenses associated companies	2,209	0	2,209	0
Unrealised losses on securities	0	573	0	573
Exchange rate adjustments	0	17,023	0	16,047
	53,545	68,605	29,001	55,103
11 Extraordinary income				
Liquidation proceeds				
War risk insurance for Danish ships	0	31,690	0	31,690

Notes

DKK 1,000	The Group		The Parent Company	
	1999	1998	1999	1998
Note				
12 Tax				
Tax on the profit for the year	0	0	0	0
No corporation tax paid in 1999				
Deferred tax relates to differences in the book and tax values of ships, fixtures and equipment, current assets and provisions and loans in foreign currencies respectively.				
Deferred tax amounts to	69,200	49,800	39,500	36,100
13 Properties				
Cost of acquisition 1/1	16,393	14,261	16,393	14,261
Additions for the year	199	2,132	199	2,132
Cost of acquisition 31/12	16,592	16,393	16,592	16,393
Depreciation 1/1	-500	-400	-500	-400
Depreciation for the year	-100	-100	-100	-100
Depreciation 31/12	-600	-500	-600	-500
Book value 31/12	15,992	15,893	15,992	15,893
At the latest official valuation at 1/1, the properties were assessed at	19,000	17,100	19,000	17,100
14 Ships				
Cost of acquisition 1/1	1,502,796	1,155,909	870,472	870,472
Additions for the year	0	504,990	0	158,103
Disposals for the year	-743,375	-158,103	-345,161	-158,103
Cost of acquisition 31/12	759,421	1,502,796	525,311	870,472
Depreciation and write-downs 1/1	-513,641	-321,991	-399,717	-254,639
Depreciation for the year	-56,244	-66,656	-28,764	-43,884
Write-downs for the year	0	-126,500	0	-102,700
Reversed depreciation and write-downs on ships sold	195,197	1,506	143,394	1,506
Depreciation and write-downs 31/12	-374,688	-513,641	-285,087	-399,717
Book value 31/12	384,733	989,155	240,224	470,755
Amount insured in million USD	91.2	213.8	61.2	105.0

Notes

DKK 1,000	The Group		The Parent Company	
	1999	1998	1999	1998
Note				
15 Financially leased ships				
Cost of acquisition 1/1	115,102	115,102	115,102	115,102
Additions for the year	267,067	0	267,067	0
Disposals for the year	0	0	0	0
Cost of acquisition 31/12	<u>382,169</u>	<u>115,102</u>	<u>382,169</u>	<u>115,102</u>
Depreciation and write-downs 1/1	-32,097	-1,989	-32,097	-1,989
Depreciation for the year	-9,440	-6,608	-9,440	-6,608
Write-downs for the year	0	-23,500	0	-23,500
Depreciation and write-downs 31/12	<u>-41,537</u>	<u>-32,097</u>	<u>-41,537</u>	<u>-32,097</u>
Book value 31/12	<u>340,632</u>	<u>83,005</u>	<u>340,632</u>	<u>83,005</u>
Amount insured in million USD	<u>67.5</u>	<u>17.5</u>	<u>67.5</u>	<u>17.5</u>
16 Fixtures and equipment				
Cost of acquisition 1/1	6,169	5,448	6,033	5,448
Exchange rate adjustments, foreign subsidiaries	86	0	-	-
Additions for the year	5,192	1,895	4,130	1,759
Disposals for the year	<u>-1,142</u>	<u>-1,174</u>	<u>-1,142</u>	<u>-1,174</u>
Cost of acquisition 31/12	<u>10,305</u>	<u>6,169</u>	<u>9,021</u>	<u>6,033</u>
Depreciation 1/1	-2,968	-2,844	-2,927	-2,844
Exchange rate adjustments, foreign subsidiaries	-21	2	-	-
Depreciation for the year	-1,387	-1,016	-1,167	-973
Reversed depreciation on assets sold	912	890	912	890
Depreciation 31/12	<u>-3,464</u>	<u>-2,968</u>	<u>-3,182</u>	<u>-2,927</u>
Book value 31/12	<u>6,841</u>	<u>3,201</u>	<u>5,839</u>	<u>3,106</u>
17 Prepayments on newbuildings	<u>147,971</u>	<u>0</u>	<u>147,971</u>	<u>0</u>

Notes

DKK 1,000	The Group		The Parent Company	
	1999	1998	1999	1998
Note				
18 Shares in subsidiaries				
Cost of acquisition 1/1			67,845	6,149
Additions for the year			19,440	61,696
Cost of acquisition 31/12			<u>87,285</u>	<u>67,845</u>
Value adjustments 1/1			-338	25,569
Profit for the year			52,186	-25,981
Other value adjustments			-100	74
Value adjustments 31/12			<u>51,748</u>	<u>-338</u>
Intrinsic value 31/12			139,033	67,507
Negative equity capital offset in debtors			0	<u>11,673</u>
Book value 31/12			139,033	79,180
Intrinsic value to be specified as follows:	Share capital	Share owned	Intrinsic value	Intrinsic value
Nordmax A/S, Copenhagen	500	100%	642	-11,673
Nordfarer A/S, Copenhagen	500	100%	137,021	78,359
"NORDEN" Tankers & Bulkers Pte. Ltd., Singapore	SGD 1,800	100%	1,370	821
			<u>139,033</u>	<u>67,507</u>
19 Accruals				
Of which exchange rate adjustments of long-term loans in USD	<u>65,287</u>	<u>20,998</u>	<u>39,552</u>	<u>15,948</u>
The exchange rate adjustments result from the difference between historical rates of exchange and the rate of exchange at the balance sheet date, cf. accounting policies and accounts report.				
20 Securities				
Shares	3,066	1,623	3,066	1,623
Bonds	161	214	161	214
Mortgage deeds and instruments of debt	13	20	13	20
	<u>3,240</u>	<u>1,857</u>	<u>3,240</u>	<u>1,857</u>
21 Share capital				
Share capital 1/1	48,500	48,205	48,500	48,205
Issue of employee shares	0	295	0	295
Share capital 31/12	<u>48,500</u>	<u>48,500</u>	<u>48,500</u>	<u>48,500</u>
The share capital consists of 485,000 at par value DKK 100 each.				
22 Revaluation reserve				
Balance 1/1	0	3	0	3
Adjustment of securities	869	-3	869	-3
Balance 31/12	<u>869</u>	<u>0</u>	<u>869</u>	<u>0</u>

Notes

DKK 1,000	The Group		The Parent Company	
	1999	1998	1999	1998
Note				
23 Reserve for net revaluation by the equity method				
Balance 1/1			34,282	46,687
Transferred to/from profit carried forward			69,959	-12,405
Balance 31/12			104,241	34,282
24 Profit carried forward				
Balance 1/1	368,763	343,754	334,481	297,067
Profit for the year	28,005	-135,650	28,005	-135,650
Dividend proposed	-5,820	-3,880	-5,820	-3,880
Transferred from reserve for net revaluation by the equity method	-	-	0	12,405
Transferred to reserve for net revaluation by the equity method	-	-	-69,959	0
Transferred from share premium account	0	68,599	0	68,599
Transferred from extra reserve	0	100,000	0	100,000
Value adjustment of shares in Nortide Shipping Ltd. and "NORDEN" Tankers & Bulkers Pte. Ltd.	9,301	-4,060	9,301	-4,060
Balance 31/12	400,249	368,763	296,008	334,481
25 Minority interests				
Balance 1/1	0	0		
Addition minority interests on sale of share Nordamerika Pte.Ltd.	-15	0		
Value adjustment	-3	0		
Share of result for the year	-20	0		
Balance 31/12	-38	0		
26 Provision for docking				
Balance 1/1	30,645	19,890	27,447	17,001
Transferred during the year	11,347	13,644	8,603	10,446
Applied during the year	-7,447	-2,889	-6,099	0
Balance 31/12	34,545	30,645	29,951	27,447
27 Long-term liabilities				
Long-term liabilities that fall due more than 5 years after 31/12 amount to loans in USD - USD million	43.1	59.5	43.1	29.5

Servicing of long-term liabilities falling due within one year is stated under current liabilities and include bank and leasing liabilities.

The Group has fixed the rate of interest on loans in USD by means of financial instruments with an average scope of 2 years.

Notes

DKK 1,000	The Group		The Parent Company	
Note	1999	1998	1999	1998
28 Mortgages				
As security for long-term bank loans and loans from Danish Ship Finance have been registered on ships (number)	3	7	2	4
at a book value of DKK million	384.7	989.1	240.2	470.8
mortgages registered at USD million	94.4	213.7	52.0	115.4
29 Contingent liabilities				
"NORDEN" has charter parties with a term to maturity exceeding 1 year for chartered bulk carriers (number)	8	1	8	1
amounting to USD million within 1 year average per year during the 5 consecutive years USD million	9.8	0.0	9.8	0.0
	20.9	3.3	20.9	3.3
"NORDEN" is liable for the bank loan of Nordholdt Ltd., amounting to USD million			0.0	9.3
"NORDEN" has furnished a Letter of Awareness for Nordmax A/S with a view to meeting a loan commitment, the balance of which amounts to USD million			17.3	20.1
The company is jointly and severally liable with the other jointly taxed companies as regards liability for the joint tax.				
Guarantee commitments do not exceed DKK million	2.7	2.7	2.7	2.7

The Group's tonnage at the end of 1999

DRY CARGO VESSELS			TANKERS		
	Building year	DWT		Building year	DWT
Own tonnage			Owned tonnage		
M.s. "Nord-Power"	1991	150,108	M.t. "Nordpacific" (tidl.		
M.s. "Nord-Energy"	1991	150,149	M.t. "Skaunord")	1992	102,262
Timecharter tonnage			Bareboat charter tonnage		
M.s. "Silver Clipper"	1993	151,300	M.t. "Nordfast"	1987	29,997 ***
M.s. "Pacific Challenger"	1995	150,000	M.t. "Nord Symphony"	1993	95,636
M.s. "Irenes Vision"	1982	145,000	Timecharter tonnage		
M.s. "Prime Condition"	1988	68,600	M.t. "Nordasia"	1998	105,880 ***
M.s. "Cos Angel"	1983	65,029	M.t. "Al Deerah"	1989	35,643
M.s. "Pilion"	1994	50,388	M.t. "Al Badiyah"	1989	35,643
M.s. "Pindos"	1994	50,460	M.t. "Melodia"	1992	41,450
M.s. "Nord Ace"	1999	47,263 *	M.t. "Emerald Gloria"	1991	41,502
M.s. "Belnor"	1996	47,200	M.t. "Nord-Gloria"	1992	45,720
M.s. "Spring Drake"	1999	46,640	New orders		
M.s. "Antillanca"	1998	46,570	M.t. "Daedong tbn"	2000	35,000
M.s. "Eternal Fortune"	1994	45,741	M.t. "Daedong tbn"	2000	35,000
M.s. "TK Gloria"	1994	45,697			
M.s. "American Trader"	1994	45,262			
M.s. "Mary F"	1996	43,910			
M.s. "Aditya Gopal"	1994	43,815			
M.s. "Sea Fortune"	1983	42,964			
M.s. "Chettinad Prince"	1985	42,592			
M.s. "Ali Ekinci"	1982	37,415			
Ships under construction, employed on long-term charters by "NORDEN", purchase option owned by "NORDEN"					
M.s. "Nordkraft"	2000	170,000			
M.s. "Nord Cecilie"	2000	51,000			
M.s. "Nord Phoenix"	2000	50,000			
M.s. "Nordholm"	2000	45,000			
M.s. "Nordglimt"	2000	50,000			
M.s. "Norden tbn"	2001	53,000			
M.s. "Nordvind"	2002	53,000			
M.s. "Norden tbn"	2002	50,000			
New orders					
M.s. "Oshima N/B"	2001	51,000 **			
M.s. "Oshima N/B"	2001	51,000 **			

*) Purchase option owned by "NORDEN".

***) Resold

***) Ships meeting the basic criteria of financial leasing and therefore included in the balance sheet. Purchase option owned by "NORDEN".

The Company's History 1871-1999

1871

Dampskibsselskabet »NORDEN« A/S is founded by Mads C. Holm on February 11. He is Managing Director of the Company until he died in 1892.

1872

The Company's first steamship, m.s. »NORDEN« (1,400 dwt), is delivered from a shipyard in Glasgow.

1881

Helsingør Shipyard is founded by Mads C. Holm.

1884

Dampskibsrederi-Foreningen (later Danmarks Rederiforening ~ Danish Shipowners' Association) is founded with Mads C. Holm as co-founder.

1892

Mads C. Holm dies at the age of almost 65 years. Dampskibsselskabet »NORDEN« A/S' head office relocates from Havnegade to Amaliegade.

1917

»NORDEN« acquires Dampskibsselskabet Danmark with a fleet of four steamships.

1921

»NORDEN« acquires Dampskibsselskabet Hafnia with a fleet of five steamships.

1923

The Company's first motor vessel, »Nordbo« (8,250 dwt, price: DKK 2.8 million), is delivered from Burmeister & Wain (B&W).

1923-38

B&W and Nakskov Shipyard deliver eight liner-type motor vessels of approx. 8,300 dwt to »NORDEN«.

1939/45

Of the fleet comprising eight motor vessels and one steamship four are lost during the war, of which three in Allied services. Three motor vessels are docked in Nakskov during the occupation.

1945-61

Nakskov Shipyard delivers eight liner-type motor vessels of 8,300/10,200 dwt to Dampskibsselskabet »NORDEN« A/S.

1946

The Company's last steamship, »Nordlys«, is sold. From 1946, according to an amicable agreement between Dampskibsselskabet Orient and »NORDEN«, Orient begins to acquire shares in »NORDEN«. Around 1955 Orient owns the majority of shares in »NORDEN«, while the majority of shares in Orient is owned by Motortramp.

1971

M.s. »Nordpol« is lost during the armed conflict between India and Pakistan about East Pakistan (now Bangladesh).

1973

M.s. »Nordtramp«, bulk carrier of 34,000 dwt with six cranes, is delivered from Mitsui Shipbuilding, Japan. Five more bulk carriers are delivered from Mitsui in 1974-1985.

1979

The last liner-type vessel, m.s. »Nordfarer«, is sold.

1986

M.t. »Nordtramp«, a 84,000 dwt product tanker, is delivered by B&W to a Difko K/S company with »NORDEN« as bareboat charterer.

From 1986 to 1992 the Company is technical manager of and participates in a bareboat-chartering partnership with four more large B&W product tankers.

1990

The Company's tanker department is established.

1991

Denmark's two largest dry cargo vessels, m.v. »Nord-Energy« and m.v. »Nord-Power« of approx. 150,000 dwt each, are delivered to the Company.

1992

The first Aframax crude oil tanker, m.t. »Skaunord«, is delivered to the Company.

1994

Merger between Dampskibsselskabet Orient and Dampskibsselskabet »NORDEN« A/S. Orient continues as the »operating« company, but the name is changed to Dampskibsselskabet »NORDEN« A/S.

The Company expands its Handymax activities by taking delivery of m.v. »Nordpol« and m.v. »Nordkap« from Dan-yard.

1995

The Company's tanker department takes over the charter of all EAC tankers.

At the same time the fleet is expanded with the acquisition of small product tankers which are sold again in the period 1996-98.

1996

Dampskibsselskabet »NORDEN« A/S celebrates its 125th anniversary with a fleet of 682,899 dwt fully or partly owned ships.

1998

Dampskibsselskabet »NORDEN« A/S expands its Aframax activities by contracting/taking delivery of m.t. »Nordasia«.

Furthermore, a Handymax bulk carrier is contracted at the Oshima shipyard in Japan.

1999

The Company contracts two options to buy/two 35,000 dwt twin-hull product tankers at a Korean shipyard to be delivered in 2000 and 2001, respectively, and sells m.t. »Nordholt« and m.t. »Nordfarer«. The options were announced later on.

Dampskibsselskabet »NORDEN« A/S contracts additionally two Handymax bulk carriers (51,000 dwt) at the Oshima shipyard in Japan, which are sold to Greek stakeholders later in 1999.

Furthermore, the Company charters six new Handymax bulk carriers and a Cape-size bulk carrier, all with options to buy.

M.v. »Nordpol«/ »Nordkap« (50,000 dwt, built in 1994) is sold to Greek stakeholders.

During 1999 Dampskibsselskabet »NORDEN« A/S employs on average around 30-40 bulk carriers.



From left to right: Steen Krabbe, Alison J. F. Riegels, Erik G. Hansen, Mogens Hugo Jørgensen, Kirsten Hansen, Allan Thomsen and Erling Højsgaard.

BOARD OF DIRECTORS

MOGENS HUGO JØRGENSEN
Managing Director
C. W. Obel Aktieselskab

ALISON J. F. RIEGELS

ERIK G. HANSEN
President

ERLING HØJSGAARD
Managing Director

Chairman of the Board of Directors:
A/S Motortramp

Vice Chairman of the Board of Directors:
A/S Motortramp

Chairman of the Board of Directors:
Investeringsselskabet
Energy Holding A/S
Enxco A/S
Osteometer Biotech A/S
Osteo Pro A/S

Member of the Board of Directors:
A/S Motortramp

Member of the Board of Directors:
Skandinavisk Holding A/S
Skandinavisk Tobakskompagni A/S
Skandinavisk Industries A/S
Fritz Hansen A/S
Unidanmark A/S
GN Store Nord as (Vice Chairman)

Member of the Board of Directors:
A/S Motortramp
Carli Gry International A/S
Dansk Portefølje Holding A/S
Ejendomsselskabet Norden A/S
TTIT A/S
Danionics A/S

KIRSTEN HANSEN *
Crew Manager

ALLAN THOMSEN *
Captain

MANAGEMENT

STEEN KRABBE
President

Chairman of the Board of Directors:
Danish Shipowners' Association

JENS FEHRN-CHRISTENSEN
Vice President

Member of the Board of Directors:
Sun-Air of Scandinavia A/S
Kil Shipping A/S

*) employee-elected representative

Auditors

KPMG
PricewaterhouseCoopers

Ownership

Stockholders under Section 28A in the Danish Companies Act

A/S Motortramp, Stensved
Pensionskassen for Farmakonomer, Copenhagen

NORDEN

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