Brønnøysundregistrene

ÅRSREGNSKAPET FOR REGNSKAPSÅRET 2023 - GENERELL INFORMASJON

Enheten

Organisasjonsnummer:	981 686 209
Organisasjonsform:	Aksjeselskap
Foretaksnavn:	DOF REDERI AS
Forretningsadresse:	5392 STOREBØ

Regnskapsår

Årsregnskapets periode:	01.01.2023 - 31.12.2023

Konsern

Morselskap i konsern:	Nei

Regnskapsregler

Regler for små foretak benyttet:	Nei
Benyttet ved utarbeidelsen av årsregnskapet til selskapet:	Forenklet IFRS

Årsregnskapet fastsatt av kompetent organ

Bekreftet av representant for selskapet:	Kamilla Rekdal
Dato for fastsettelse av årsregnskapet:	29.05.2024

Grunnlag for avgivelse

År 2023: Årsregnskapet er elektronisk innlevert
År 2022: Tall er hentet fra elektronisk innlevert årsregnskap fra 2023

Det er ikke krav til at årsregnskapet m.v. som sendes til Regnskapsregisteret er undertegnet. Kontrollen på at dette er utført ligger hos revisor/enhetens øverste organ. Sikkerheten ivaretas ved at innsender har rolle/rettighet for innsending av årsregnskapet via Altinn, og ved at det bekreftes at årsregnskapet er fastsatt av kompetent organ.

Brønnøysundregistrene, 03.07.2025

Resultatregnskap

Beløp i: NOK	Note	2023	2022
RESULTATREGNSKAP			
Inntekter			
Salgsinntekt	6	921 969 000	744 618 000
Sum inntekter		**921 969 000**	**744 618 000**
Kostnader			
Lønnskostnad	7	300 232 000	289 391 000
Avskrivning på varige driftsmidler og immaterielle eiendeler	9	217 686 000	164 617 000
Nedskrivning av varige driftsmidler og immaterielle eiendeler	9	-563 793 000	-12 174 000
Annen driftskostnad	8	233 789 000	218 230 000
Gevinst salg anleggsmiddel	9	-33 329 000	-43 285 000
Sum kostnader		**154 585 000**	**616 779 000**
Driftsresultat		**767 384 000**	**127 839 000**
Finansinntekter og finanskostnader			
Renteinntekt fra foretak i samme konsern	10	2 099 000	4 425 000
Annen renteinntekt	10	8 000 000	2 000
Annen finansinntekt	10	9 051 000	13 201 000
Verdiøkning andre finansielle instrumenter vurdert til virkelig verdi	10	0	1 386 000
Sum finansinntekter		**19 150 000**	**19 014 000**
Nedskrivning lån	10	-15 925 000	15 925 000
Rentekostnad til foretak i samme konsern	10	11 565 000	19 454 000
Annen rentekostnad	10	113 055 000	204 375 000
Annen finanskostnad	10	17 687 000	32 138 000
Sum finanskostnader		**126 382 000**	**271 892 000**
Netto finans		**-107 232 000**	**-252 878 000**
Ordinært resultat før skattekostnad		**660 152 000**	**-125 039 000**
Skattekostnad på ordinært resultat	11	3 175 000	6 276 000
Ordinært resultat etter skattekostnad		**656 977 000**	**-131 315 000**
Årsresultat		**656 977 000**	**-131 315 000**

Resultatregnskap

Beløp i: NOK	Note	2023	2022
Overføringer og disponeringer			
Overføring til/fra fond	12	656 977 000	-131 315 000
Sum overføringer og disponeringer		**656 977 000**	**-131 315 000**

Balanse

Beløp i: NOK	Note	2023	2022
BALANSE - EIENDELER			
Anleggsmidler			
Immaterielle eiendeler			
Kontraktskostnader	13	37 637 000	2 182 000
Sum immaterielle eiendeler		**37 637 000**	**2 182 000**
Varige driftsmidler			
Skip, rigger, fly og lignende	9,19	2 391 209 000	1 917 934 000
Sum varige driftsmidler		**2 391 209 000**	**1 917 934 000**
Sum anleggsmidler		**2 428 846 000**	**1 920 116 000**
Omløpsmidler			
Varer			
Fordringer			
Kundefordringer	14,15	351 666 000	128 645 000
Andre fordringer	16	59 138 000	59 624 000
Konsernfordringer	15	15 925 000	250 113 000
Sum fordringer		**426 729 000**	**438 382 000**
Bankinnskudd, kontanter og lignende			
Bankinnskudd, kontanter og lignende	17	237 363 000	66 981 000
Sum bankinnskudd, kontanter og lignende		**237 363 000**	**66 981 000**
Sum omløpsmidler		**664 092 000**	**505 363 000**
SUM EIENDELER		**3 092 938 000**	**2 425 479 000**
BALANSE - EGENKAPITAL OG GJELD			
Egenkapital			
Innskutt egenkapital			
Selskapskapital	18	203 298 000	203 231 000
Overkurs	18	1 883 162 000	39 172 000

Balanse

Beløp i: NOK	Note	2023	2022
Sum innskutt egenkapital		**2 086 460 000**	**242 403 000**
Opptjent egenkapital			
Annen egenkapital	18	-687 405 000	-1 482 608 000
Sum opptjent egenkapital		**-687 405 000**	**-1 482 608 000**
Sum egenkapital		**1 399 055 000**	**-1 240 205 000**
Gjeld			
Langsiktig gjeld			
Annen langsiktig gjeld			
Gjeld til kredittinstitusjoner	19	1 039 765 000	0
Langsiktig konserngjeld	19	135 000 000	0
Sum annen langsiktig gjeld		**1 174 765 000**	**0**
Sum langsiktig gjeld		**1 174 765 000**	**0**
Kortsiktig gjeld			
Gjeld til kredittinstitusjoner	19	200 000 000	3 417 143 000
Leverandørgjeld	15,20	312 502 000	152 545 000
Annen kortsiktig gjeld	21	6 616 000	95 996 000
Sum kortsiktig gjeld		**519 118 000**	**3 665 684 000**
Sum gjeld		**1 693 883 000**	**3 665 684 000**
SUM EGENKAPITAL OG GJELD		**3 092 938 000**	**2 425 479 000**

22 DES. 2011

Directorate of Taxes

Inquiries to Torstein Kinden Helleland	Your date 24.10.2011	Our date 20.12.2011
Telephone 22078139	Your reference Solveig Byrkjeland	Our reference 2011/1035547

DOF ASA
Alfabygget
5392 STOREBØ

Permission to make the annual accounts and director's report in English language

Dear Ms Solveig Byrkjeland

With reference to your letter of 24 October 2011, you apply for permission to keep annual accounts and directors' report in English language. The application in question concerns the companies mentioned below.

DOF Rederi AS	**org. nr. 981 686 209**
Norskan AS	**org. nr. 985 916 039**
Norskan Norway AS	**org. nr. 993 280 208**
Norskan Holding AS	**org. nr. 993 274 402**
DOF Rederi II AS	**org. nr. 995 251 604**
Waveney AS	**org. nr. 992 043 432**
Aker DOF Deepwater AS	**org. nr. 990 999 120**

Conclusion
Based on a total evaluation, the view of The Directorate of Taxes is that the companies mentioned above may make the directors' report and annual accounts in English language according to the Norwegian Accounting Act § 3-4 third paragraph.

The exemption requires that the information that the decision is based on, does not change significantly.

Background
The companies are directly or indirectly owned by DOF ASA. The DOF ASA Group is an international group of companies which owns and operates a modern fleet of offshore-/subsea vessels, and owns engineering capacity to service the subsea market. Other group companies have in decisions (2009/276917) of 17 June 2010 and 4 January 2011 been given permission to make the directors' report and annual accounts in English language.

The working language in the group is English. The DOF ASA Group operate within the international offshore-/subsea industry, where English is clearly the dominant language. The group is highly international in the sense that it operates throughout the world, and the group has several legal entities and companies in different countries. A number of these companies are as well

Postal address
P.O. Box 9200 Grønland
0134 Oslo
For elektronisk henvendelse se www.skatteetaten.no

Visiting address
See www.skatteetaten.no
Org. nr: 996250318

Telephone
800 80 000
Telefax
22 17 08 60

taxable or can be taxable in other jurisdictions due to inter alia international operations. It follows that the accounts for these companies as well will have to be presented in different jurisdictions. Almost all of the companies' users, including financial institutions, contracting parties, customers and suppliers are foreign/international companies or institutions. The companies' users, who are not foreign/international companies or institutions, master and use English language. The annual report and financial statements of the companies are required to be prepared each year in the Norwegian language only in order to satisfy the requirements of the Norwegian Accounting Act.

Permission to make the annual accounts and the directors' report in Norway in English language

According to the Norwegian Accounting Act § 3-4, third paragraph shall *"the directors' report and annual accounts ... be in Norwegian. The Ministry can in an individual decision decide that the directors' report and/or annual accounts may be in another language".*

Ot. prp. nr. 42 (1997-1998) About Act about annual accounts etc., says the following about the purpose of the Accounting Act, refer section 1.1:

"The aim of the Government with respect to the Accounting Act is that it shall contribute towards providing informative accounts for different users of accounts. The users of accounts include investors and creditors which provide capital for the companies. Other groups include those who have an interest in knowing how the companies are operated, for example employees and the local community. The information to the capital market is an important basis for the correct pricing of financial instruments. The correct pricing of stocks is an important factor in securing the best possible allocation of resources in the economy. High quality accounts will also make it more difficult for market participants to obtain speculative gains as a result of non-publicly available information."

Hence, one of the main aims of the Accounting Act is to contribute to "informative accounts for different users of accounts". The users of the accounts will include investors, creditors, employees and the local community.

Hence, it is the view of the Ministry that it is crucial that the question of dispensation from the general rule that the annual accounts and/or directors' report should be done in Norwegian, not in any significant way deviate from the consideration of users of the accounts.

As mentioned above it is particularly the consideration of the users of the account information which has to be taken into consideration when considering the application for permission. In this assessment, the Directorate of Taxes has emphasized that other group companies have in decisions been given permission to make the directors' report and annual accounts in English language. The companies operates in highly international branch, where English is the common languages used. Internal, English is also only language used for reporting purpose. Furthermore, it is emphasized that non in the Board of directors speaks Norwegian.

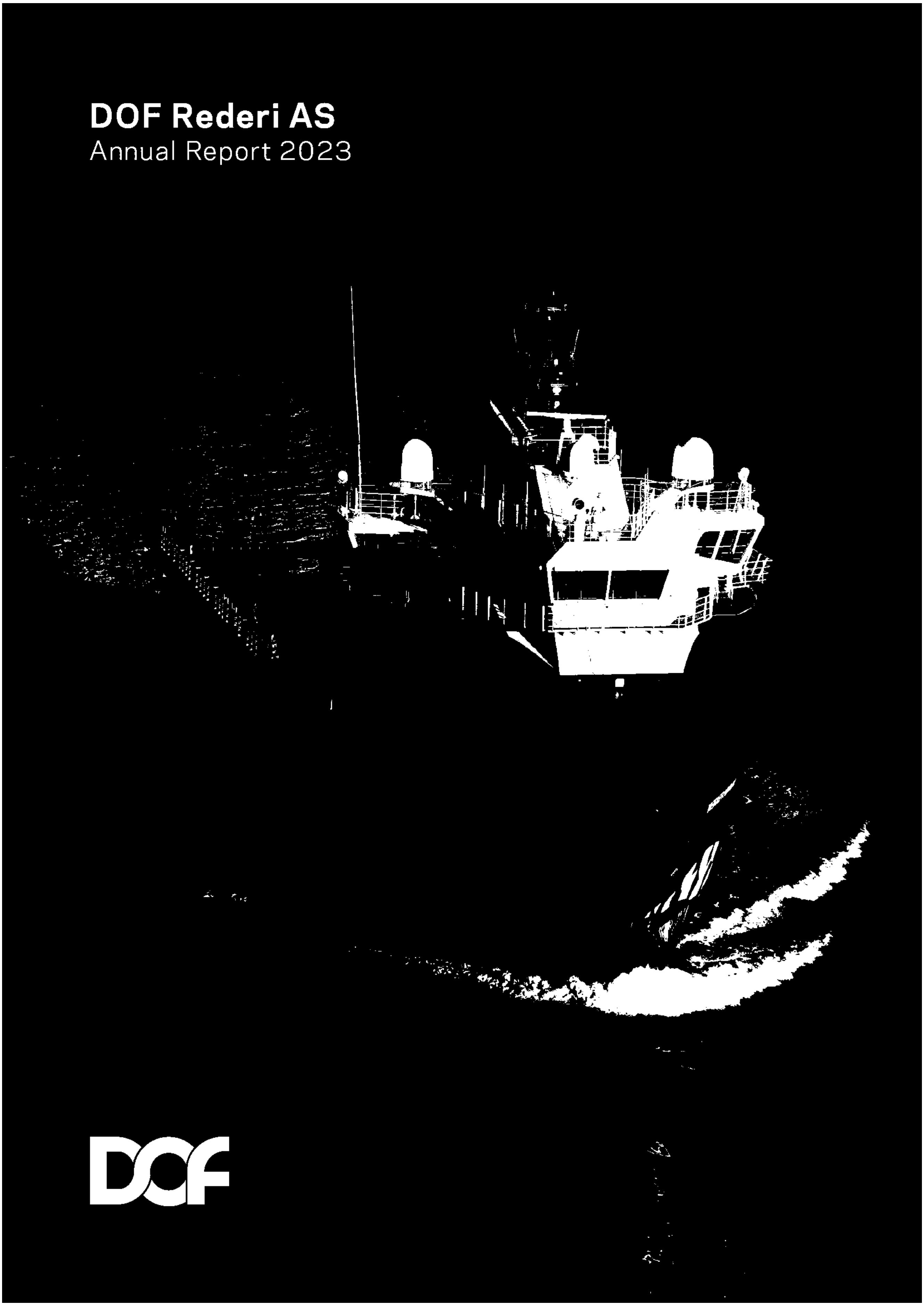
We kindly request you to mention "our reference" in all written communication with The Norwegian Tax Authorities.

Best regards

Rune Tystad

Rune Tystad
Senior Adviser
Legal Department
Directorate of Taxes

Torstein Helleland
Torstein Kinden Helleland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Board of Directors Report DOF Rederi AS

Key notes

The Company has after the financial restructuring in March 2023, achieved a sustainable financing and delivered strong results throughout the year.

DOF Rederi AS ("the Company") is 100% owned by DOF Group ASA ("The Group"). The Company's head office is located at Storebø in Austevoll municipality.

The operating revenue was NOK 922 million in 2023 compared to NOK 745 million in 2022. The operating profit before depreciation (EBITDA) was NOK 421 million (NOK 280 million), whilst the operating profit (EBIT) was NOK 767 million (NOK 128 million), after depreciation with NOK 218 million and reversal of impairment with NOK 564 million in 2023 (depreciation of NOK 165 million and reversal of impairment NOK 12 million in 2022).Total assets amounted to NOK 3 093 million (NOK 2 425 million), of which NOK 2 429 million was non-current assets (NOK 1 920 million in 2022). Total equity was NOK 1 399 million (NOK -1 240 million) and net interest-bearing debt was NOK 1 137 million (NOK 3 258 million).

The markets have in 2023 continued to be strong and the Company has experienced an increase in demand within its segments, resulting in an utilisation of 91% and better earnings compared to previous year. The Group's high focus on ESG and sustainable operations has been maintained.

Business overview & strategy

The company owned by year-end 2023 the following vessels:

- 8 Platform Supply Vessels (PSV)
- 1 Anchor Handling Vessel (AHTS)
- 4 Subsea Vessels (Subsea)

During the year, companies in the Group have been responsible for the vessel management of the Company's vessels through ship management agreements. The Company operates under the policies, procedures and guidelines implemented in the Group's Business Management System (BMS). For further reading, reference is given to the annual report of DOF Group ASA.

Operations 2023

By year-end this fleet included eight PSVs, one AHTS and four CSVs (ROV support vessels) and the fleet achieved a utilisation of 91% (84%) through the year. The main operational area has been the North Sea, but some vessels have operated fully or partly in Australia and in Brazil. The majority of the PSV fleet has operated in the North Sea on firm contracts or in the spot market. Three PSVs have been sold, all representing the oldest part of DOF Rederi's fleet. One of the sold vessels has been delivered to the new owner after balance date.

The AHTS fleet represents one large and advanced vessel equipped with ROV which has operated on a firm contract with Equinor.

The CSV fleet are operating on long-term contracts in Brazil and in the North Sea. The vessels operating in Brazil mobilised for new 3 year contracts in second half of 2023.

The tender activity has been high within all segments resulting in a contract coverage as high as 95% for next year and the current backlog value of approximately USD 250 million.

Employees and people

The Company has no employees as they are hired in from DOF Management or Norskan Offshore Ltda. All crew onboard the vessel works under the Groups Business Management System (BMS). For further reading about employees, equal opportunities, human rights, labour standards and anti-discrimination, reference is made to the Annual Report for the Group.

Health, safety, and the working enwvironment

The Group's ambition is to be an incident free organisation. The Group strives to improve safety and environmental performance across all worksites, globally. Through the 'Safe the RITE way' program, the Group has cultivated a unified safety culture, fostering collaboration with clients, industry partners, and suppliers. Surveys and feedback among offshore employees have demonstrated a strong and unified safety culture rooted in the Group's values and commitment to safety.

The Group experienced two Lost Time Incidents (LTI) in 2023, which resulted in a Lost time injury frequency rate (LTIFR) of 0.21 LTIs per million manhours. Additionally, there were three Medical Treatment Cases and two restricted workday cases, leading to a Total Recordable Injuries Rate (TRIR) of 0.73 recordable incidents per million man-hours. It's noteworthy that none of these incidents resulted in disabilities, and all workers have returned to duty.

The global sick-leave absence in the Group was 1,40% for 2023. The working environment is monitored by various means of activities, including working environment surveys.

Business Integrity and Ethics

Embedded as a core value, integrity is upheld through comprehensive integrity training across the organisation, ensuring that all business practices and decisions adhere to the Group's Code of Business Conduct. This commitment promotes professionalism, competence, diligence, confidentiality, and ethical behaviour in all endeavours undertaken on behalf of the Group. As part of the Group's ongoing efforts to foster a culture of integrity, the Ethics Helpline, which is operated by a third-party provides a confidential platform for reporting unacceptable conduct when regular reporting channels are not feasible. It enables communication with reporters, even allowing for anonymity if desired, facilitating thorough investigations when necessary.

External environment

The Group continues to uphold its commitment to environmental stewardship through the implementation of its environmental management system. This system ensures the effective management of operations and facilitates continuous improvement in environmental performance. Notably, the Group's energy efficiency program remains a focal point, with ongoing efforts aimed at decarbonising the fleet in a sustainable manner. Throughout 2023, there was a heightened emphasis on energy efficiency. The increased availability and use of quantifiable information in relation to Scope 1 and 3 emissions, in accordance with the EU Taxonomy Regulation, has allowed the Group to make more informed decisions around energy consumption on vessels and in the supply chain. The Group supports and aligns itself with the strengthening of Emission reduction targets published by IMO in 2023.

There were no incidents of loss of secondary containment spills exceeding the 50-litre threshold to the environment during the year. The total volume of spills reported in 2023 amounted to 1,442 litres, with 105 litres classified as loss of secondary containment. It is noteworthy that the Group did not incur any fines or other non-monetary sanctions from local governments related to spills to the external environment.

Climate change and emissions to the air

The Group recognises the pressing need to address climate change and reduce emissions across its operations. Through the Groups enterprise risk management model, the Group have integrated climate scenario analysis to better understand and mitigate climate-related risks. By transferring climate risks into the corporate risk register, the Group aim to proactively managev these risks and capitalise on emerging opportunities through strategy and improvement initiatives. Furthermore, the Group recognise climate change and energy use as key material topics for the business, aligning with a commitment to sustainability and responsible corporate citizenship.

Continuous improvement of operations

It is the view of the Board of Directors that continuous improvement helps to reduce risk, improve performance and align ways of working. Through the Group's improvement program, the Group has streamlined and systematised its improvement work. Based on thorough planning, improvement projects have been carried out through the Group's value chain, focusing on standardisation and improved efficiency. The improvement initiatives will continue in 2023.

Risk Management and Compliance

In response to the geopolitical risks and other enterprise risks, the Group maintains robust enterprise risk management protocols and compliance frameworks aligned with global standards, such as the COSO framework. By leveraging comprehensive reporting mechanisms and existing maturity within risk management processes the Group continues to proactively identify and address emerging threats. The Groups commitment to due diligence extends to evaluating geopolitical risks and implementing targeted strategies to navigate complex landscapes effectively.

Aligned with the Norwegian Code of Practice for Corporate Governance, the Group's risk management and internal controls are founded on principles aimed at fostering efficient operations in line with stakeholders' expectations. Routine reporting on operations, liquidity, financing, HSEQ, HR, taxes, and legal performance ensures transparency and accountability. Additionally, comprehensive financial forecasts and budget processes provide insight into market assumptions and guide strategic decision-making. The Groups focus remains on liquidity, profit/loss forecast control, and financial compliance.

Transparency act statement

The Norwegian Transparency Act entered into force on 1st of July 2022 and DOF published its first annual statement June 2023 and outlined steps taken to ensure safeguarding of fundamental human rights and decent working conditions. The statement is publicly available on the Groups webpage and the statement is subject to yearly updates within 30th of June each year.

Shareholder, Board of Directors and employees

As of 31 December 2023, the Company's equity consists of a share capital of NOK 203 298 442 divided into 67 721 shares, each with a nominal value of NOK 3002. DOF Group ASA owns all the shares in the Company.

The Board of Directors of the Company consists of two women and one man. The Company had no employees during the year, and the Managing Director is employed in DOF AS.

The Group has signed D&O insurance on behalf of the board members to protect against claims which may arise from the decisions and actions taken within the scope of their regular duties. The insurance policy is signed with international reputable companies.

Financial performance

Operating income totalled NOK 922 million (NOK 745 million) and total operating expenses were NOK 501 million (NOK 464 million). Improved earnings in 2023 is based on increased activity and rates.

The operating profit before depreciation (EBITDA) was NOK 421 million (NOK 280 million). The operating profit (EBIT) was NOK 767 million (NOK 128 million), included depreciation of NOK 218 million (NOK 165 million) and reversal of previous impairment of NOK 564 million in 2023 (NOK 12 million). Net financial items are NOK -107 million (NOK -253 million).

Total balance is NOK 3 093 million (NOK 2 425 million) of which NOK 2 429 million (NOK 1 920 million) represent non-current assets (vessels). Current assets were NOK 664 million (NOK 505 million), of which NOK 237 million (NOK 67 million) was cash and cash equivalents. Total liabilities are NOK 1 694 million (NOK 3 666 million) and mainly comprise a fleet loan of NOK 1 240 million. The fleet loan is secured with the fleet mortgage comprising vessels owned by the Company, including cash and trade receivable. Equity is NOK 1 399 million (NOK -1 240 million).

The Company's cash from operating activities was NOK 337 million (NOK 243 million), and NOK 195 million (NOK 176 million) after payment of interest and taxes. Cash flow from investing activities was NOK 115 million (NOK -25 million) whereof NOK 250 million was related to intragroup cash pool, and include sale of two vessels. Net cash from financing activities was NOK -143 million (NOK -146 million) The Company is not part of any cash pool at end of the year 2023.

Financing and capital structure

The Company's interest-bearing debt by 31 December 2023 was NOK 1 375 million, all debt secured and nominated in NOK.

After completion of the restructuring, completed in 1st quarter 2023, total NOK 1 982 million of the Company's debt was converted to equity. At the same date the Company drawn a fleet loan of NOK 1,548 million with a secured runway until 2026 for its fleet.

Risks

Climate risk

Managing GHG emissions is integral to the Group's ESG profile, as it directly impacts competitiveness and investor sentiment. The Group's ability to offer a vessel fleet and services with reduced GHG emissions will serve as a value proposition for clients and investors. However, failure to meet evolving stakeholder expectations regarding GHG emissions from ships poses significant risk to reputation and market positioning.

In the context of the Groups enterprise risk management framework, it acknowledges the importance of incorporating climate scenarios to assess and mitigate risks associated with GHG emissions. By aligning risk management protocols with climate-related scenarios, the Group aims to anticipate and address potential challenges arising from changing regulatory requirements, stakeholder preferences, and market dynamics. This proactive approach not only strengthens resilience to climate-related risks but also positions the organization as a responsible and forward-thinking player in the maritime industry.

The Group's ability to manage GHG Emissions is a key component of the organisation's ESG profile. Providing a vessel fleet and services with reduced GHG emissions can become a value proposition for clients and investors or negatively impact upon competitiveness of the organisation against peers. The main concern is the Group's ability to meet changing stakeholder expectations associated with Greenhouse Gas emission from ships, including Nitrogen Oxides (NOX), Sulphur Oxides (SOX) and Particulate Matter (PM) in harbour areas.

Financial risk and liquidity risk

The Company is exposed to financial and liquidity risk through its operations and the existing or future debt arrangements could limit the Company's liquidity and flexibility in obtaining additional financing, in pursuing other business opportunities.

The Company has secured a runway until 2026 for its fleet as part of the financial restructuring of the Group. The main focus going forward is to reduce the debt, hence the opportunities to invest in new assets or new businesses are limited. The credit facilities contain, and any future bank and bond loan agreements may contain, certain covenants and event of default clauses, including cross default provisions and restrictive covenants and performance requirements, free cash reserves, certain cash sweep limitations and valuation requirements for vessels, which may affect the operational and financial flexibility of the Company. For further information on the financing and the covenants, see the annual report for DOF Group ASA.

Interest risk

The Company is exposed to changes in interest rates as the Company's liabilities have a floating rate of interest. The Company has historically reduced its interest rate exposure by entering into interest rate swap agreements. The possibilities to enter into interest forward contracts (swap contracts), in the new loan facilities are however limited under the existing loan facilities, hence Company's exposure to volatility in interest rates has increased.

Currency risk

The Company operates parts of its fleet globally and is to a certain extent exposed to foreign exchange risk arising from various currency exposures, mainly USD, GBP and AUD. Foreign exchange risk arises from future commercial transactions, contractual obligations (assets), liabilities and investments in foreign operations.

The Company's functional currency and reporting currency is NOK. Foreign exchange risk arises when future commercial transactions, contractual obligations (assets) and liabilities are in different currencies than the functional currency. The Company aims to achieve a natural hedge between cash inflows and cash outflows to secure the debt funding in equivalent currency as the committed earnings from the charter contracts, and further to manage the remaining foreign exchange risk arising from commercial transactions, through forward contracts and similar instruments as appropriate. However, these forward contracts are limited in the new loan facility. Hence the Company's liquidity risk has increased if the currency fluctuates.

Foreign exchange rate changes in receivables, liabilities and currency swaps are recognised as a financial income/ expense in the profit or loss statement. Fluctuation in foreign exchange rates will therefore have an effect on the future results and balances.

The Company's debt is in NOK.

Credit risk

The Company's has credit risk. Historically, the portion of receivables not being collectable has been very low.

Market risk

The markets for the offshore service industry and the rates the Company can charge have been, and are, cyclical and volatile. Fluctuations in rates the Group can charge its customers are caused by changes in the global supply of offshore services, number of available vessels and the global demand for offshore support vessels and subsea services. Number of available vessels are influenced by factors such as the number of newbuilds ordered and delivered, the number of vessels being scrapped, conversion of vessels to other uses and the number of vessels that are out of service and lay-ups due to market situations. An increase in the supply of offshore support vessels could have a material adverse effect on the Company's revenues, profitability, liquidity, cash, and financial position.

Over the past years there have been large upheavals in global offshore energy markets, which prior to the recent increase in oil prices, saw a steep decline in oil prices resulting in lower demand for the services provided by the Company.

The Company's strategy is to focus on long term relationships with the clients and firm contracts for its fleet.

Price risk

The Company is exposed to increased costs in general. The effects of the Covid pandemic and the geopolitical instability have resulted in a general higher inflation, hence increased costs on vessel maintenance, services, and salaries. In addition, the logistics and supply management have become more challenging and more costly. The Company has focus on early planning to mitigate the risk of not receiving deliveries on time and sign agreements with the main suppliers at fixed prices.

Tax risk

The Company operate vessels in several different tax jurisdictions. The income and profit from these operations are subject to income taxes and judgment may be involved when determining the taxable results. Tax authorities in different jurisdictions may challenge the calculation of taxes payable from prior periods through tax audits.

Cyber risk

The ongoing digitalization of routines and operations heightens the vulnerability of the Group's business information and communication systems to both external and internal cyber-attacks.

To manage this risk, the Group works systematically to make the organization more resistant to cyberattacks and reduce the consequences of breaches. Cyber Security is an integrated part of the organization and internal training material.

Allocation of annual result

The Company's profit for the year was NOK 657 million. The Board of Directors proposes to allocate the profit to other equity.

Going concern

The financial statements are prepared on the assumption of going concern. The Company's financial position is sustainable after completion of the financial restructuring in March 2023 and the good result for the year. The markets have continued to be strong and based on the Group's high backlog and the budgets for the next 12 months, the Board of Directors is of the opinion that the Company is a going concern.

Events after balance date

The Skandi Kvitsøy has been awarded a 2-year contract withan international oil company. The vessel will operate in Australian waters. Vessel Skandi Gamma was sold in April 2024.

Skandi Gamma has awarded a 4-year, 2 * 1-year options contract with Ithaca Energy (UK) in the North Sea and Skandi Vega has awarded a 3+2-year contract with start up in second quarter 2024.

Outlook

The markets have improved in 2023 resulting in better performance and earnings and this trend has continued into 2024. The Company has a strong back log in 2024 which gives a good visibility on the earnings in 2024.

Storebø, 26th of April 2024
The Board of Directors for DOF Rederi AS

Mons S. Aase
Chair

Hilde Drønen
Director

Marianne Møgster
Director

Financial Statements DOF Rederi AS

Statement of Profit or Loss

Amounts in NOK thousand	Note	2023	2022
Operating income	**6**	**921 969**	**744 618**
Payroll expenses	7	-300 232	-289 391
Other operating expenses	8	-233 789	-218 230
Net gain (loss) on sale of tangible assets	9	33 329	43 285
Operating expenses		**-500 692**	**-464 336**
Operating profit before depreciation and impairment - EBITDA		**421 277**	**280 282**
Depreciation	9	-217 686	-164 617
Impairment	9	563 793	12 174
Operating profit - EBIT		**767 384**	**127 839**
Finance income	10	10 099	4 426
Finance costs	10	-126 383	-271 890
Realised currency gain/loss	10	8 313	12 543
Unrealised currency gain/loss	10	738	658
Net change in unrealised gain/loss on derivatives	10	-	1 386
Net financial items		**-107 232**	**-252 878**
Profit (loss) before taxes		**660 152**	**-125 039**
Tax expense (income)	11	-3 174	6 276
Profit (loss) for the year	**12**	**656 977**	**-131 315**

Statement of Comprehensive Income

Profit (loss) for the year	**656 977**	**-131 315**
Other comprehensive income net of tax	**-**	**-**
Total comprehensive income for the year net of tax	**656 977**	**-131 315**

Balance Sheet

Amounts in NOK thousand	Note	31.12.2023	31.12.2022
Assets			
Tangible assets	9, 19	2 391 209	1 917 934
Contract cost	13	37 637	2 182
Total non-current assets		**2 428 846**	**1 920 116**
Trade receivables	14, 15	351 666	128 645
Current receivables group companies	15	15 925	250 113
Other current assets	16	59 138	59 624
Current assets		**426 729**	**438 383**
Restricted deposits	17	521	23
Cash and cash equivalents	17	236 842	66 958
Cash and cash equivalents included restricted deposits		**237 363**	**66 981**
Total current assets		**664 092**	**505 363**
Total assets		**3 092 938**	**2 425 479**

Balance Sheet

Amounts in NOK thousand	Note	31.12.2023	31.12.2022
Equity and liabilities			
Share capital	18	203 298	203 231
Share premium reserve		1 883 162	39 172
Other equity		-687 405	-1 482 608
Total equity		**1 399 055**	**-1 240 205**
Debt to credit institutions	19	1 039 765	-
Non-current debt group companies		135 000	-
Non-current financial liabilities		**1 174 765**	**-**
Current debt to credit institutions	19	200 000	3 417 143
Trade payable	15, 20	312 502	152 545
Other current liabilities	21	6 615	95 996
Current liabilities		**519 117**	**3 665 684**
Total liabilities		**1 693 883**	**3 665 684**
Total equity and liabilities		3 092 938	2 425 479

Storebø, 26th of April 2024
The Board of Directors for DOF Rederi AS

Mons S. Aase Chair	**Marianne Møgster** Director	**Hilde Drønen** Director

Statement of Changes in Equity

Amounts in NOK thousand	Share capital	Share premium reserve	Other equity	Total equity
Balance as of 01.01.2023	203 231	39 172	-1 482 608	-1 240 205
Profit (loss) for the year	-	-	656 977	656 977
Conversion of debt	68	1 843 990	138 225	1 982 215
Other comprehensive income	-	-	-	-
Total comprehensive income for the year	**68**	**1 843 990**	**795 202**	**2 639 260**
Balance as of 31.12.2023	**203 298**	**1 883 162**	**-687 405**	**1 399 055**

Balance as of 01.01.2022	203 163	-	-1 351 293	-1 148 130
Profit (loss) for the year	-	-	-131 315	-131 315
Captial increase	68	39 172	-	39 240
Other comprehensive income	-	-	-	-
Total comprehensive income for the year	**68**	**39 172**	**-131 315**	**-92 075**
Balance as of 31.12.2022	**203 231**	**39 172**	**-1 482 608**	**-1 240 205**

Statement of Cash flows

Amounts in NOK thousand	Note	2023	2022
Operating profit		767 384	127 839
Depreciation and impairment	9	-346 107	152 443
Profit from sale on non-current assets	9	-33 329	-43 285
Amortisation of contract costs	13	6 163	4 614
Change in trade receivables		-223 021	103
Change in trade payable		159 957	20 094
Change in other working capital		5 472	-13 516
Exchange rate effect on operating activities		812	-4 883
Cash from operating activities		**337 331**	**243 409**
Interest received		10 099	4 426
Interest and other finance cost paid		-150 160	-65 271
Tax paid		-2 281	-6 276
Net cash from operating activities		**194 989**	**176 289**
Sale of tangible asset	9	269 500	108 239
Purchase of tangible assets	9	-363 338	-133 146
Addition contract cost	13	-41 619	-341
Net change in intra group cash pool	15	250 113	-
Net cash used in investing activities		**114 656**	**-25 248**
Proceeds from borrowings	15,19	135 000	
Repayment of borrowings	19	-277 620	-111 781
Net change in intra group cash pool	15	-	-34 180
Net cash flow from financing activities		**-142 620**	**-145 961**
Net changes in cash and cash equivalents		**167 025**	**5 080**
Cash included restricted cash at the start of the period		**66 981**	**50 538**
Exchange gain/loss on cash and cash equivalents		3 357	11 363
Cash included restricted cash at the end of the period	17	**237 363**	**66 981**

Notes to the Financial Statements

Notes to the Financial Statements

1 Corporate information

DOF Rederi AS is a limited company registered in Norway. The head office is located at Storebø in the municipality of Austevoll, Norway.

The company own offshore vessels for use in industrial offshore activities. The vessel comprise of three business segments; Platform Supply Vessels (PSV), Anchor Handling Vessels (AHTS) and Subsea vessel and subsea engineer (Subsea).

The Annual Accounts were approved by the Board of Directors on the 26th of April 2024.

If not stated otherwise all amounts in the notes are in NOK thousand.

Going concern

The financial statements is prepared on the assumption of a going concern, in accordance iwht IAS 1.25. The assumption is based on the Group's and the Company's budget and liquidity forecast for 2024 and the current backlog of the Company.

2 Accounting principles

Summary of significant accounting principles

The financial statements of the Company have been prepared and presented in accordance with simplified IFRS pursuant of the Norwegian Accounting Act.

The financial statements have been prepared in accordance with the historical cost convention with the following exceptions: financial instruments at fair value through profit or loss.

Segment reporting

Operating segments are reported in a manner consistent with the internal reporting provided to the chief operating decision-maker. The chief operating decision-maker, who is responsible for allocating resources and assessing performance of the operating segments, has been identified as Board of Directors. The Company has only one business segment, Chartering of vessels.

The company's business is reported in the main geographical areas where the customers are located.

Conversion of foreign currency

The Company's functional currency is NOK, and the financial statements are presented in NOK thousand.

Foreign currency transactions are translated into the functional currency using the exchange rates prevailing at the transaction date. Foreign exchange gains and losses resulting from the settlement of such transactions are presented as realised currency gain/loss under financial items. Similarly, the conversion at year-end exchange rates of monetary assets and liabilities denominated in foreign currencies are recognised as unrealised currency gain/loss.

Classification of assets and liabilities

Assets are classified as current assets when:

- the asset forms part of the entity's service cycle, and is expected to be realised or consumed over the course of the entity's normal operations; or
- the asset is held for trading; or
- the asset is expected to be realised within 12 months after the reporting period.

All other assets are classified as non-current assets.

Liabilities are classified as current when:

- the liability forms part of the entity's service cycle, and is expected to be settled in the course of normal production time; or
- the liability is held for trading; or
- settlement of the liability has been agreed upon within 12 months after the reporting period; or
- the entity does not have an unconditional right to postpone settlement of the liability until at least 12 months after the reporting period.

All other liabilities are classified as non-current liabilities.

Cash and cash equivalents

Cash and cash equivalents include cash on hand and deposits held at call with banks. Restricted deposits are classified separately from unrestricted bank deposits under cash and cash equivalents. Restricted deposits include deposits with restriction past twelve months.

Trade receivables

Trade receivables are amounts due from customers for services performed in the ordinary course of business and classified as current assets. In addition to invoiced amounts, trade receivable also includes accrued, not invoiced revenues when the amounts are independent on future performance. Accrued revenue under lump sum contracts are normally classified as contract assets. These are presented together with trade receivables and specified in the notes.

Trade receivable for which there are no significant financing component are recognised at nominal amounts less expected credit losses. The Company applies the simplified approach to measuring expected credit losses which uses a lifetime expected loss allowance for all trade receivable and accrued, not invoiced revenue.

Tangible assets

Tangible assets are recognised at cost less accumulated depreciation and accumulated impairment losses. The cost of tangible asset comprises its purchase price, borrowing costs and any directly attributable costs of bringing the asset to working condition. If significant, the total expenditure is separated into components which have different expected useful lives.

Depreciation is calculated on a straight-line basis over the useful life of the asset. Depreciable amount equals historical cost less residual value.

Depreciation commences when the asset is ready for use. The useful life of tangible asset and the depreciation method are reviewed periodically in order to ensure that the method and period of depreciation are consistent with the expected pattern of financial benefits expected to be derived from the assets.

When tangible assets are sold or retired, their cost and accumulated depreciation and accumulated impairment loss are derecognised and any gain or loss resulting from their disposal is included in the profit and loss.

For vessels, residual value is determined based on estimated fair value at the end of their useful lives. The Company's accounting policy for residual values vessels in the PSV, AHTS and Subsea segments are described in note 5.

Impairment of assets
All assets are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount of an asset may not be recoverable. Whenever the carrying amount of an asset exceeds its recoverable amount, an impairment loss is recognised.

The recoverable amount is the higher of an asset's net selling price and value in use. Where there are circumstances and evidence that impairment recognized in previous years no longer exists or has decreased, a reversal of the impairment is recognised.

For further information on the calculation see note 5 'accounting estimates and assessments'.

Periodic maintenance
Periodic maintenance is related to major inspections and overhaul costs which occur at regular intervals over the life of an asset. The expenditure is capitalised and depreciated until the vessel enters the next periodical maintenance. Intervals between periodic maintenance are calculated on the basis of pas experience. The estimated life of each periodic maintenance program is 5 years. When new vessels are acquired, a portion of the cost price is classified as periodic maintenance based on best estimates.

Ordinary repairs and maintenance costs of assets are expended as incurred.

Contract costs
Cost of obtaining a contract with customer and costs related to mobilisation of vessel, equipment and personnel are capitalised. Amortisation is done in line with the satisfaction of the performance obligation and amortised and presented as operational expenses. These costs are defined as contract costs. Contract period is based on best estimates taken into consideration the initial agreed period with probability for options periods. A probability judgement is performed in assessing whether the option period shall be included in the contract period. Contract costs are classified and presented as other non-current assets. For further information about contract costs, refer to 'Revenue recognition'.

Debt
Debt is recognised initially at fair value, net of transaction costs incurred. Debt is subsequently carried at amortised cost; any difference between the proceeds (net of transaction costs) and the redemption value is recognised in the profit or loss over the period of the borrowings using the effective interest method.

Fees paid on the establishment of debt are recognised as transaction costs of the loan to the extent that it is probable that some or all of the facility will be drawn down. In this case, the fee is deferred until the draw-down occurs. To the extent there is no evidence that it is probable that some or all of the facility will be drawn down, the fee is capitalised as a pre-payment for liquidity services and amortised over the period of the facility to which it relates.

Interest expenses related to the borrowing are recognised as part of cost of an asset when the borrowing costs accrue during the construction period of a qualifying asset.

Debt is classified as current liability unless the borrowing involves an unconditional right to postpone payment of the liabilities for more than 12 months from statement of reporting period. The current portion of such debt includes undiscounted instalments due within the next 12 months.

Provisions
Provisions are recognised when, and only when, the Company faces an obligation (legal or constructive) as a result of a past event and it is probable (more than 50%) that a settlement will be required, and a reliable estimate can be made of the obligation amount.

For onerous contracts provisions are made when unavoidable cost of meeting the obligations under the contract exceed the economic benefit to be received under the contract. The unavoidable costs under the contract are the lower of the cost of fulfilling the contract and any compensation or penalties arising from failure to fulfil the contract. Unavoidable cost includes both direct cost and indirect costs to fulfil the contract.

Provisions are reviewed at the end of each reporting period and adjusted to the best estimate. The best estimate of the expenditure required to settle the present obligation is the amount that rationally will have to be paid, to settle the obligation at the statement of the balance sheet date or to transfer it to a third party at that time. When timing is significant for the obligation, the obligation is measured at the present value. Subsequent increases in the amount of the obligation due to interest accretion are reported as interest costs.

Equity
Ordinary shares are classified as equity.

Transaction costs related to equity transactions, including tax effect of transaction costs, are directly charged against equity.

Revenue recognition
The Company recognises income in line with the transfer of promised goods or services to customers in an amount that reflects the consideration to which the Company expects to be intitled in exchange for those goods or services. Operating revenue is shown net of discounts, value-added tax and other taxes on gross rates.

Day rate contracts
A day rate contract is a contract where the Company is remunerated by the customer at an agreed daily rate for each day of use of the vessel, equipment, crew and other resources and service utilised on the contract. Such contracts may also include certain lump sum payments.

The right to use the vessel fall in under the scope of IFRS 16 'Leases', and revenue is recognised over the lease period on a straight-line basis.

Distinct service components in a contract are accounted for separately from other promises in the contract. Where the contracts include multiple performance obligations, the transaction price is allocated to each performance obligation based on the stand-alone selling prices. Revenue is recognised over time as the services are provided. The stage of completion for determining the amount of revenue to recognise is assessed based on input or an output method. The method applied is the one that most faithfully depicts the Company's progress towards complete satisfaction of the performance obligation. Progress is usually measured based on output methods such as days.

The Company does not recognise revenue during periods when the underlying vessel is off-hire. In contracts where the Company is remunerated for maintenance days the revenue is recognised over the contract period. The maintenance days are recognised as receivables and invoiced during the off-hire.

Costs incurred relating to future performance obligations are deferred and recognised as assets in the balance sheet statement. The costs incurred will be expensed in line with the satisfaction of the performance obligation.

Contract cost
Cost incurred relating to future performance obligations are deferred and recognised as assets in the statement of balance sheet. The nature of the asset is incremental cost of obtaining a contract and will be recovered by the revenue over the contract period. Costs related to contract and future performance obligation longer that 12 months are classified and presented as other non-current assets. All other costs for future performance are presented as other current assets. Contract costs incurred will be expensed and presented as operational expenses in line with the satisfaction of the performance obligation.

Variation orders
Additional contract revenue arising from variation orders is recognised when it is probable that the client will approve the variation and the amount of revenue arising from the variation can be reliably measured.

Mobilisation
In contracts where the Company is remunerated for mobilisation or demobilisation of vessel the remuneration is classifies as prepayment and amortised over the contract time.

Interest income
Interest income is recognised using the effective interest method.

Current and deferred income tax

The Company is organised in compliance with the tax regime for shipping companies in Norway. This scheme entails no tax on profits or tax on dividends from companies within the scheme. Net finance, allowed for some special regulations, will continue to be taxed on an ongoing basis. In addition tonnage tax is payable, which is determined based on the vessel's net weight. This tonnage tax is presented as an operating expense.

The current income tax charge is calculated on the basis of the tax laws enacted or substantively enacted at the end of the reporting date in the countries where the Company's operate and generate taxable income. Permanent establishment of the operation will be dependent of the Company's vessels amount operating in the period. Tax is calculated in accordance with the legal framework in those countries in which the Company or vessels with permanent establishment operate and generate taxable income.

The Company periodically evaluates positions taken in tax returns with respect to situations in which applicable tax regulation is subject to interpretation and establishes provisions where appropriate on the basis of amounts expected to be paid to the tax authorities.

Deferred income tax is provided in full, using the liability method, on temporary differences arising between the tax bases of assets and liabilities and their carrying amounts in the accounts. Deferred income tax is determined using tax rates (and laws) that have been enacted or substantially enacted by the balance sheet date and are expected to apply when the related deferred income tax asset is realised or the deferred income tax liability is settled, see note 5.

Deferred income tax assets are recognised on the balance sheet to the extent it is probable that the future taxable profit will be available against which the temporary differences can be utilised.

Subsequent events

New information and other events that provide evidence of conditions that existed at end of the reporting period is included in the accounts. Events occurring after the reporting period, which do not impact the Company's financial position, but which have a significant impact on future periods, are disclosed in the notes to the accounts.

Use of estimates

The preparation of financial statements in conformity with simplified IFRS requires the use of certain critical accounting estimates. It also requires management to exercise its judgment in the process of applying the Company's accounting policies. The areas involving a higher degree of judgment or complexity, or areas where assumptions and estimates are significant to the financial statements are disclosed in note 5. Changes in accounting estimates are recognised for the period in which they occurred. If the changes also apply to future periods, the effect of the change is distributed over current and future periods.

Statement of cash flows

The statement of cash flows is prepared in accordance with the indirect model.

Government grants

The Company recognises grants when it is reasonably secured that it will comply with the required conditions for the grant and the grant will be received. The Company receive grants related to net salary scheme for crew onboard vessels. Government grants are presented as a deduction in the payroll expenses in the Statement of Profit or Loss.

3 Financial risk management

Financial risk factors

The Company is exposed to various types of financial risk relating to its ongoing business operations: Market risk (including foreign exchange risk currency risk, interest rate risk and price risk), credit -and liquidity risk, capital structure risk, cyber risk and tax risk. The Company's overall risk management seeks to minimise potential adverse effects of the Company's financial performance.

The current loan agreements limit the Company from entering hedging transactions to reduce foreign exchange risk, interest rate risk and liquidity risk. Hence, these risks increased if the currencies and interest rates fluctuate.

Market risk

Foreign exchange risk

The Company operates parts of its fleet globally and is to a certain extent exposed to foreign exchange risk arising from various currency exposures, basically AUD, USD and GBP. Foreign exchange risk arises from future commercial transactions, contractual obligations (assets), liabilities and investments in foreign operations.

The Company's reporting currency is NOK. Foreign exchange risk arises when future commercial transactions, contractual obligations (assets) and liabilities are in different currencies than the reporting currency. The Company aims to achieve a natural hedge between cash inflows and cash outflows to secure the debt funding in equivalent currency as the committed earnings from the charter contracts, ant further to manage the remaining foreign exchange risk arising from commercial transactions, through forward contracts and similar instruments as appropriate within the limits for the new loan agreements.

Foreign exchange rate changes in receivables, liabilities and currency swaps are recognised as a financial income/expense in the profit and loss statement. Fluctuation in foreign exchange rates will therefore have an effect on the future results and balances.

The Company's external debt is in NOK.

Interest risk

The Company's existing debt arrangements are with floating interest rates. Movements in interest rates will have effects on the Company's cash flow and financial condition. The Company's policy is to maintain parts of its debt at fixed interest rates.

Price risk

The Company is exposed to price risk at two main levels:

- The demand for the Company's vessels is sensitive to changes in the oil industry, for example oil price movements, exploration and general activity level within the offshore energy industry. This affects both the pricing and the utilisation of the Company's assets.
- The costs of construction of new assets and replacements of assets are sensitive to changes in market prices.

The Company attempts to reduce price risk by long-term contracts and frame agreements with key suppliers.

The Company is exposed to increases in costs in general. The effects of the Covid pandemic and the geopolitical instability have resulted in a general higher inflation, hence increased costs on vessel maintenance, services, and salaries. In addition, the logistics and supply management have become more challenging and more costly. The Company focus on early planning to mitigate the risk of not receiving deliveries on time and sign agreements with the main suppliers at fixed prices.

Credit and Liquidity risk

Credit and liquidity risk arises from cash and cash equivalents, derivatives, financial instruments and deposit with banks as well as payment terms towards clients and suppliers. Liquidity risk management implies maintaining sufficient cash and marketable securities, and to maintain available funding through committed credit facilities.

The Company's counterparty credit risk has been low as the Company's customers traditionally have had good financial capability to meet their obligations and have had high credit ratings. Historically, the portion of receivables not being collectable has been low.

Liquidity risk management implies maintaining sufficient cash, marketable securities, available funding through committed and uncommitted credit facilities and ability to close market position.

The Company has routines to report cash flow forecasts on a regular basis in order to monitor the future cash position.

Cyber risk

Continuous digitalisation of routines and operations increases exposure of the Company's business information and communication systems to external and/or internal cyber-attacks.

These cyber-attacks could lead to business disruption and/or data breaches.

To manage this risk, the Company works systematically to make the organisation more resistant to cyber-attacks and reduce the consequences of breaches. Cyber Security is an integrated part of the organisation and internal training material.

Inflation risk and supply management

The company is exposed to inflation risks. Effects of the Covid pandemic and the geopolitical instability have resulted in general higher inflation, hence increased costs on vessel maintenance, services, and salaries. In addition, the logistics and supply management have become more challenging. The Company has focus on early planning to mitigate the risk of no receiving deliveries on time and sign agreements with the main suppliers at fixed prices.

Capital structure and equity

DOF Group ASA completed a comprehensive refinancing in March 2023, which included the debt in the Company, approximatley NOK 1,982 million of the Company's debt was converted into equity. At the same date the Company drawn a new fleet loan of NOK 1,548 million with a secured renway until 2026 for its fleet.

The main objective when managing the Company's capital structure is to ensure that the Company is able to sustain acceptable credit rating and thereby achieve favorable terms and conditions for long-term funding which is suitable for the Company's operation and growth.

The Company is exposed to financial risk through its operations and the requirement for refinancing and periodical maintenance of existing vessels.

The Company has historically achieved satisfactory long-term financing of its assets. However, a weak market in the period from 2014 to 2021 and an increased focus on ESG from financial institutions have increased the refinancing risk for the Company.

4 Climate risk

Climate Risk and Impairment test

The impairment test for vessels has included an analysis of which measures will be necessary to achieve the Group's decarbonisation targets. The technical and commercial feasibility of decarbonisation measures have, in general, a high degree of uncertainty in comparison to conventional maintenance and upgrade programs for vessels. Cash flow effects related to risk and opportunities in a climate risk context, therefore, come with a higher degree of uncertainty. For further information about the Group's decarbonisation strategy, see the chapter "Our Planet" and section "Decarbonisation" in the Integrated Annual Report for the Group.

For cash flow, the key climate change risks for operations comprise cost increases following the in-troduction of carbon pricing, a contraction in carbon-intensive operations in a push to decarbonise the economy, as well as increasing severity and rate of occurrence of extreme weather events. Never-theless, there remains uncertainty around the form and the trajectory these risks shall take and what effect this will have on cash flows over different time horizons. In the current impairment model, the group has, therefore, not included any costs linked to a potential tax on GHG emissions.

A general transformation to a low-carbon economy can also affect future revenue for the Group's vessels. There will be risks and opportunities in the energy transition to a low-carbon economy. However, limited knowledge is available about future cash flow effects on revenue. Hence, it has not been possible to quantify or measure these effects. The impairment test has, therefore, not included any potential effect on future income cash flow related to energy transition.

Climate Risk and Useful Lives of Vessels

The business model is founded on the principle of maximising the value of vessel assets across its oper-ational lifespan. With a greater appreciation of climate change risks and circular economy, the Group and the Company seeks to extend assets' operational and economic life for as long as possible. With this objective comes increased business sustainability through maximising material value and re-duced exposure to asset write-down. The principles of maximising material value across an asset's useful life are a fundamental component of DOF's decarbonisation strategy and how the organisa-tion generates value.

The residual value has been set to zero after 30 years as the cost of increasing environmental re-quirements related to the disposal of vessels is estimated to offset the scrap value of the steel. The useful life and residual value of vessels are based on knowledge of the market and years of operation of these types of vessels.

The economic life of the vessels will in a climate risk & opportunities context be dependent on the ability to reach and to meet the markets and the stakeholder's expectation to sustainable operation. Additionally, the growing emphasis on the circular economy will positively impact both the economic and useful life of the Group's vessels.

A short or longer economic life might affect the value of the Group's vessels and equipment as well as future depreciation.

5 Accounting estimates and assessments

When preparing the annual accounts in accordance with simplified IFRS, the Company management has applied estimates based on best judgement and conditions considered to be realistic. Situations or changes may occur in the markets which may result in changes to the estimates, thereby impacting the Company's assets, liabilities, equity and result.

Assessments, estimates and assumptions which have a significant effect on the accounts are summarised below:

Vessels

The carrying amount of the Company's vessels represents 79% of the total balance. Consequently, policies and estimates linked to the vessels have a significant impact on the Company's financial statements. Depreciation is calculated on a straight-line basis over the useful life of the asset. Depreciable amount equals historical cost less residual value.

Useful life of vessels

The level of depreciation depends on the vessels estimated useful lives. Useful life and economic life of the Company's vessels are estimated to be 30 years. Useful life of older vessels is individually assessed. There will always be a certain risk of events like breakdown, obsolescence e.g. with older vessels, which may result in a shorter useful life than anticipated. Useful life of vessels is based on knowledge of the market and years of operations of these types of vessels.

For information about how climate risk can affect life of vessels, see note 4 "Climate risk".

Residual value of vessels

The level of depreciation depends on the calculated residual value. Residual value after 30 years is set to zero based on an assumption that environmental requirements related to disposal of vessels are estimated to offset the scrap value of the steel.

Useful life of investments related to periodical maintance

The level of depreciation depends on the calculated residual value. Residual value after 30 years is set to zero based on an assumption that environmental requirements related to disposal of vessels are estimated to offset the scrap value of the steel.

Impairment of assets

Vessels

For the purposes of assessing impairment for vessels, assets are grouped at the lowest levels for which there are separately identifiable cash flows (cash-generating units, "CGU"). Each vessel together with associated contracts is considered as a separate CGU.

Fair value less cost to sell

For vessels, fair value less cost to sell is based on an average of the brokers' estimates, taken into account sales commission.. All vessels in the Company are assessed by obtaining independent broker estimates. The brokers' estimates are based on the principle of 'willing buyer and willing seller'. Broker estimates include mounted equipment and assume that the vessels are without any charter contracts (i.e. charter-free basis). The Company has sought to substantiate the broker valuations, inter alia with value in use calculations or test of reasonableness of implicit rates and other assumptions derived from the valuations. The value in use calculation adjusts for positive or negative value in associated contracts and for the cost level going forward. When value in use calculations have lower value than broker estimates, value in use has been used in the impairment test.

Value in use

Estimated cash flows are based on next year's budgets per vessel and forecasted earnings going forward. The budget process is a detailed and thorough bottom-up budgeting process at all levels of the organisation, with approval procedures on all levels within the Company. Estimated future cash flows are based on historical performance per vessel, in combination with current market situation and future expectations. Critical assumptions in the assessment are related to income rates, utilisation, operational and capital expenditure. The impairment test for vessels has included cost related to decarbonisation measures. For more information about calculation and assumption related to decarbonisation measures, see note 4 "Climate risk" s.

For vessels fixed on firm long-term contracts, the assumption is that the contracts run up until expiry of the contracts. Options held by the customers are not assumed to be exercised, unless the options are at or below current market rates. For vessels without contract, assumptions derived from the evaluation of broker estimates, combined with other market information are considered when estimating future revenues.

The Weighted Average Cost of Capital (WACC) is used as a discount rate and reflects a normalised capital structure for the industry. The WACC represents the rate of return the Company is expected to pay to its sources of finance for cash flows with similar risks. Cash flows are calculated after tax and discounted with an after-tax discount rate. The nominal WACC used in the value in use calculations are ranging from 10.6%-11.2%

Sensitivity analysis or stress tests have been carried out for the main variables in the assessment. This includes changes to key assumptions such as broker estimates, operating income, operating expenses and the discount rate.

Tax risk

Changes in tax regimes may adversely affect the Company's cash flow and financial conditions. The Company is subject to special tax rules for ship owners in the Norwegian Taxation Act. The Norwegian Tonnage tax scheme is approved as legal stat aid under the EU guidelines for a 10-years period, from the 1st of January 2018 until 31st of December 2027. These tax rules stipulate certain requirements which will have to be met. A failure to meet such requirements may have an adverse effect on the effective tax rate of the Company. The Company is also subject to transfer pricing regulations in various jurisdictions which might impose the tax risk for the Company.

6 Operating income

The Company has only one business segment, Chartering of vessels.

	2023	2022
Freight revenues	895 715	700 286
Other operating income	26 254	44 332
Total operating income	**921 969**	**744 618**

	2023		2022	
Geographical	NOK	Ratio %	NOK	Ratio %
Norway	404 395	44%	379 872	51%
United Kingdom	265 566	29%	105 095	14%
Brasil	144 400	16%	105 104	14%
Australia	97 135	11%	86 049	12%
Netherlands, The	8 953	1%	7 651	1%
Guyana	-	-	54 560	7%
Other	1 520	0%	6 287	1%
Total operating income	**921 969**	**100%**	**744 618**	**100%**

7 Payroll expenses

	2023	2022
Payroll and other remunerations	246 675	211 834
Hired personne external partiesl	14 288	24 732
Travel costs	18 899	27 169
Other personnel costs	20 371	25 656
Total	**300 232**	**289 391**

Goverment grants related to the net salary scheme for vessels are reported as a reduction in payroll costs of NOK 44 414 thousand (NOK 44 341 thousand).

The Company has no employees, but hire crew personnel from affiliated company DOF Management AS and external parties.

The Company is not obligated to have an occupational pension scheme in accordance with mandatory occupational pension regulations.

There were no loans and guarantees issued to related parties.

There were no remunerations or other compensations paid to Board members as at 31 Dec 2023 and 31 Dec 2022. Managing Director (hereafter MD) has not received any remunerations or payroll from the Company.

Bonus agreement is in force for MD, based on the DOF Group ASA's result.

Please see further disclosures regarding MD remunerations and compensations in DOF Group ASA Consolidated Financial Statements for FY 2023.

8 Other operating expenses incl auditors remuneration

Other operating expenses consists of:	2023	2022
Maintenance and repair services	98 235	77 431
Management fees for ship management	30 222	32 000
Consultant fees	1 947	4 318
Corporate management fees	12 816	9 000
Electronic communication expenses	26 427	23 561
Insurance related expenses	24 399	21 367
Other expenses	39 743	50 552
Total	**233 789**	**218 230**

Specification of auditor's fee:	2023	2022
Audit	943	798
Tax consultation	-	48
Attestation services	30	60
Total	**973**	**905**

Auditor's fees are exclusive VAT.

9 Tangible assets

2023	Vessels	Periodic maintenance	Total
Cost at 01.01.2023	4 341 998	401 462	4 743 460
Additions	284 520	57 671	342 191
Disposals	-303 083	-90 324	-393 407
Cost at 31.12.2023	**4 323 435**	**368 810**	**4 692 245**
Depreciation and impairment at 01.01.2023	2 679 354	146 171	2 825 526
Depreciation for the year	141 631	76 055	217 686
Impairment for the year	68 900	-	68 900
Reversal of impairment	-632 693	-	-632 693
Depreciation and impairment on disposal	-100 021	-78 362	-178 383
Depreciation and impairment at 31.12.2023	**2 157 171**	**143 864**	**2 301 035**
Book value 31.12.2023	**2 166 264**	**224 946**	**2 391 209**

2022	Vessels	Periodic maintenance	Total
Cost at 01.01.2022	4 956 367	356 371	5 312 737
Additions	21 627	149 330	170 957
Disposals	-635 996	-104 239	-740 235
Cost at 31.12.2022	**4 341 998**	**401 462**	**4 743 460**
Depreciation and impairment at 01.01.2022	3 171 991	176 349	3 348 340
Depreciation for the year	97 076	67 564	164 639
Impairment for the year	-	-	-
Reversal of impairment	-12 174	-	-12 174
Depreciation and impairment on disposal	-577 538	-97 741	-675 280
Depreciation and impairment at 31.12.2022	**2 679 354**	**146 171**	**2 825 526**
Book value 31.12.2022	**1 662 644**	**255 291**	**1 917 934**

Useful life and resudual value

Useful life and economic life of the Company's vessels are estimated to be 30 years. The level of depreciation depends on the calculated residual value. The residual value has been set to zero after 30 years as the cost of increasing environmental requirements related to disposal of vessels are estimated to offset the scrap value of the steel.

Disposals

The Company has sold two vessels in 2023, Skandi Barra and Skandi Caledonia. Gain on sale of the disposals are related to sale of these two vessels.

Impairment and reversal of impairment

The impariment test is based on operational performance, and contract backlog. The impairment test has resulted in an impairement of NOK 68,9 million and reversal of impairment of NOK 632,7 million..

9 Tangible assets (continued)

	Number of vessel - Impairment in 2023			Book value 31.12.2023 Impairment			Impairment 2023			
Age	PSV	AHTS	CSV	PSV	AHTS	CSV	PSV	AHTS	CSV	Total
0-10 years	2		1	240,976		153,249	40,400		28,500	68,900
11-15 years										-
15+ years										-
Total	2	0	1	240,976	-	153,249	40,400	-	28,500	68,900

	Number of vessel - reversal of impairment in 2023			Book value 31.12.2023 reversed impairment			Reversal of impairment 2023			
Age	PSV	AHTS	CSV	PSV	AHTS	CSV	PSV	AHTS	CSV	Total
0-10 years										-
11-15 years	5	1	1	1 012 991	528283	138 484	-347 058	-72 235	-83 100	-502 393
15+ years			2			249 078			-130 300	-130 300
Total	5	1	3	1 012 991	528 283	387 562	-347 058	-72 235	-213 400	-632 693

For further information see note 4 Accounting estimates and assessments.

Sensitivity analyses of impairment

While testing the reasonableness of the broker estimates the Company has applied a nominal WACC after tax in the range of 10.6 - 11.2 %.

The valuation of the vessels are sensitive for changes in WACC, USD/NOK rate and earnings. Negative changes in WACC with 100 basis points will result in an additional impairment of the vessels with NOK 83.9 million and a drop in USD/NOK 10% will result in an additional impairment of the vessels with approx. NOK 173.6 milliion. Negative effect on net future cash flows with 10% will result in an additional impairment of the vessels with approx NOK 266.6 million.

10 Financial income and expenses

	2023	2022
Interest income Group companies	2 099	4 425
Other interest income	8 000	2
Financial income	**10 099**	**4 426**
Interest costs Group companies	-11 565	-19 454
Other interest costs	-113 055	-204 375
Other financial costs	-17 688	-32 137
Write down loan	15 925	-15 925
Financial costs	-126 383	-271 890
Net gain/(loss) on currency derivatives	812	-1 523
Net gain/(loss) on cash	3 357	11 363
Net gain/(loss) on operational capital	4 144	2 702
Net realized gain/loss on currencies	**8 313**	**12 543**
Net gain/(loss) on operational capital	738	658
Net unrealized gain/loss on currencies	**738**	**658**
Net change in unrealised gain/loss on interest swap	-	1 386
Net change in unrealized gain/loss on derivatives	-	1 386
Total	-107 232	-252 878

11 Tax

The Company is organized in compliance with the tax regime for shipping companies in Norway. This scheme entails no tax on profits or tax on dividends from companies within the scheme. Net finance, allowed for some special regulations, will continue to be taxed on an ongoing basis. In addition tonnage tax is payable, which is determined based on the vessel's net weight. This tonnage tax is presented as an operating expense.

The tax consists of:	2023	2022
Tax payable abroad	3 174	6 276
Change in deferred tax	-	
Adjustment in respect to prior years	-	
Tax cost/(income)	3 174	6 276
Reconciliation of nominal and effective tax rate		
Profit before tax	660 152	-125 039
Estimated tax cost 0 %	-	-
Reason for difference between actual tax cost and estimated tax cost		
Tax payable abroad	3 174	6 276
Change in deferred tax	-	
Adjustment in respect to prior years	-	
Deviation from estimated tax cost	3 174	6 276
Taxable finance income (loss)	-35 231	-80 977
Finance loss	-35 231	-80 977

Basis of deferred tax	31.12.2023	31.12.2022
Finance loss - carried forward	-449 918	-414 686
Finance loss - not included in basic for calculation of deferred tax	449 918	414 686
Basis for calculation deferred tax	-	-
Net deferred tax	-	-

12 Earnings per share

Ordinary earnings per share are calculated based on the annual result payable as the relationship between the annual result for the year to the shareholders and the weighted average of outstanding ordinary shares throughout the financial year. There are no instrument that allow the possibility of dilution.

Basis for calculation of earning per share	2023	2022
Profit for the year	656 977	-131 315
Earnings per share (NOK)	9 701	-1 939
Average number of shares	67 721	67 721

13 Contract costs

	2023	2022
Cost at 01.01.	5 513	25 973
Additions	41 619	341
Disposals	-	-20 801
Cost at 31.12	**47 132**	**5 513**
Depreciation at 01.01	3 331	19 518
Depreciation for the year	6 163	4 614
Depreciation on disposals for the year	-	-20 801
Depreciation at 31.12	**9 494**	**3 331**
Book value at 31.12.2022	37 637	2 182
Depreciation period	3-5 years	3-5 years

Contract costs are depreciated during the contract period.

The Group has presented and recognised contract cost as intangible asset in accordance with policies described in note 2 'Accounting policies'. The main part of the contract costs is related to mobilisation of vessels, equipment and offshore personnel.

Amortisation of contract costs are recognised over the contract period of the related contract.

14 Trade receivable

	2023	2022
Trade receivable at nominal value	320 157	119 809
Earned, not invoiced income	42 558	11 646
Provision for bad debts	-11 049	-2 810
Total	**351 666**	**128 645**

The Companys credit exposure is mainly towards customers who historically have had good financial capability to meet their obligations and have had high credit rating. Sustained challenging market situation has resulted in changes to the credit ratings for some customers, and thereby increased the credit risk. Historically, the portion of receivables not being collectable has been low. General allowance for expected credit losses the 31st of December 2023 and the 31st of December 2022 are based on historical losses and updated view on general risk in the Company's industry. Loss allowance for a specific contract are based on expectation of recovery of outstanding amount.

	Total	Not matured	<30d	30-60d	60-90d	>90d
2023	351 666	173 931	108 609	38	10 199	58 889
2022	128 645	110 183	15 097	1 711	-	1 654

Trade receivable divided on currencies:

	2023			2022		
	Currency	NOK	Ratio %	Currency	NOK	Ratio %
USD	20 009	203 544	58%	4 515	44 509	35%
NOK		71 168	20%		42 043	33%
AUD	5 158	35 896	10%	3 565	23 887	19%
GBP	2 363	30 684	9%	1 135	13 453	10%
EUR	918	10 374	3%	452	4 752	4%
Total		**351 666**	**100%**		**128 645**	**100%**

Trade receivable from external parties (including earned, not invoiced income) totaling NOK 317 097 thousands pr. 31.12.2023 (NOK 103 904 thousand pr. 31.12.2022).

15 Related parties

Transactions and balances with DOF ASA Group's companies are disclosed below.

Remunerations for Board members and Managing Director are disclosed in the note 7.

The Company was engaged in the following transactions with related parties.

	2023	2022
a) Sales of services		
- Affiliated company (rental of the vessel)	203 075	142 424
- Affiliated company (other revenue)	4 637	-
Total	**207 712**	**142 424**
b) Purchase of services and goods		
- Affiliated company (corporate fees)	12 800	7 500
- Affiliated company (purcase of vessel)	-	37 500
- Affiliated companies (management services)	30 209	36 344
- Affiliated company (IT services)	5 184	9 577
- Affiliated company (Vessel repairs)	-	13 025
- Affiliated company (Quay berth)	-	2 018
- Affiliated companies (other operating expences	12 393	-
- Affiliated company (Rental of the vessel ROV)	70 171	72 505
- Affiliated companies (back to back)	307 859	195 847
- Affiliated companies (hired personnel)	275 374	-
Total	**713 989**	**374 315**

c) Loans to/from companies in the same Group and intra-group balances

Specification of the intra-group balances	2023	2022
Non-current receivables from companies in the group	-	15 925
Trade receivable from companies in the group	29 110	24 740
Current receivables from companies in the group*	20 687	270 834
Total	**49 797**	**311 499**
Non-current debt group companies**	135 000	-
Other current liabilities group companies *	102	752
Trade payable to companies in the group	220 313	99 483
Total	**355 415**	**100 235**

* Current receivables for 2022 include deposits under Group's cash pool.

** Loan to the group companies and loan from group companies are interest-bearing. Please see note 10 for further details regarding interest costs.

16 Other current assets

	2023	2022
Fuel reserves and other consumables	19 381	19 792
Prepaid expenses	37 634	37 066
Insurance claims	2 122	2 767
Government taxes (VAT and other tax refund)	-	-
Total	**59 138**	**59 624**

17 Cash and cash equivalents

	2023	2022
Restricted deposits	521	23
Bank deposits	236 842	66 958
Total	**237 363**	**66 981**

18 Share capital and share information

DOF Rederi AS sharecapital is totaling NOK 203,298 thousands and consists of 67,721 shares, each with nominal value of NOK 3,002.

All company's shares have the same rights and there are not existing rights that could result for new shares issue.
DOF Group ASA owns 100% of the shares in the company.

DOF Group ASA has its headquarters at Storebø in Austevoll municipal in Norway.
Consolidated financial statements can be acquired by visiting DOF's web page.

www.dof.com.

19 Interest bearing debt

DOF Group ASA completed the refinancing on March 22nd 2023, which included the Companys debt. Total NOK 1,982 million of the Company's debt was converted to equity. At the same date the Company drawn a new fleet loan of NOK 1,548 million with a secured runway until 2026 for its fleet.

After completion of the financial restructuring, new loan facilities have been established including changes in the financial covenants. The financial covenants for the Company in the new loan agreements are the following:

- * DOF Rederi AS shall have available cash of at least NOK 175 million.
- * DOF Rederi AS shall have positive working capital (current assets less current liabilities excluded current portion of debt to credit institutions), on each testing date.
- * DOF Rederi AS Interest Coverage Ratio (EBITDA / interest payable in period) shall be no less than the level set out that period. The interest coverage ratios are the following: From June 23-Dec 23, 2.50x, from Mars 24-Dec 24, 3.50x and from Mars25-Dec25, 5.0x.
- * Fair value (based on 2 brokers valuations) for the vessels shall be at least 100% of the total outstanding loans related to the vessels.

* Testing date is set to be the last day in each quarter.

Non-current interest bearing liabilities	2023	2022
Debt to credit institutions	1 039 765	-
Non-current liabilities group companies	135 000	
Total non current interest bearing liabilities	**1 174 765**	**-**
Current interest bearing liabilities		
Current liabilities to credit institutions	200 000	3 325 030
Current liabilities to group companies		-
Total current interest bearing liabilities	**200 000**	**3 325 030**
Total interest bearing liabilities	**1 374 765**	**3 325 030**
Average rate of interest	**6.36%**	**4.18%**

Instalment and interest profile	2024	2025	2026	Total
Debt to credit institutions	200 000	200 000	849 235	1 249 235
Total instalments	**200 000**	**200 000**	**849 235**	**1 249 235**
Calculated inteest profile	78 281	55 971	1 057	135 309
Total instalments and interest	**278 281**	**255 971**	**850 292**	**1 384 544**

In accordance with the loan agreement, the loan of NOK 135 million to DOF AS is to be paid in full on December 31st 2025

The external fiancing of the Company mortaged loan, is secured with the Company's vessels.

The debt is in NOK currency.

Liabilities secured by mortgage	2023	2022
Debt to credit institutions incl current debt	1 249 235	3 325 030
Total liabilities	**1 249 235**	**3 325 030**
Assets provided as security		
Vessels	2 391 209	1 917 934
Unrestricted cash	203 521	-
Floating charges over trade receivables	284 854	-
Total pledged assets	**2 879 584**	**1 917 934**

20 Trade payables

	2023	2022
Trade payable at nominal value	245 176	67 140
Accrued expences	67 326	85 406
Total	**312 502**	**152 545**

Trade payables divided on currencies:

	2023			2022		
	Currency	NOK	Ratio %	Currency	NOK	Ratio %
USD	21 186	215 514	69%	5 880	58 421	38%
NOK		55 457	18%		77 835	51%
EUR	1 423	16 086	5%	128	1 321	1%
AUD	1 988	13 837	4%	1 776	11 895	8%
GBP	894	11 609	4%	261	3 021	2%
Other currencies:		0	0%		51	0%
Total		312 502	100%		152 545	100%

21 Other current liabilities

	2023	2022
Accrued interest	2 486	92 865
Other liabilities	4 129	3 132
Total	**6 615**	**95 996**

22 Lease agreements

As of 31 Dec 2023 the Company has no lease agreements where the Company acts as a lessee.

23 Hedging activities

As of 31 December 2023, the Company has no interest rate and currency derivates.

24 Guarantee commitments

The Company has no guarantee commitments other than it is non-current liabilities per end December 2023.

25 Contingencies

The Company has no contingent liabilities per end December 2023.

26 Subsequent events

The Skandi Kvitsøy has been awarded a 2-year contract withan international oil company. The vessel will operate in Australian waters.

The Company sold vessel, Skandi Gamma, in April 2024.

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To the General Meeting of DOF Rederi AS

Independent Auditor's Report

Opinion

We have audited the financial statements of DOF Rederi AS (the Company), which comprise the balance sheet as at 31 December 2023, the statement of profit or loss, statement of comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion the financial statements comply with applicable statutory requirements, and the financial statements give a true and fair view of the financial position of the Company as at 31 December 2023, and its financial performance and its cash flows for the year then ended in accordance with simplified application of international accounting standards according to section 3-9 of the Norwegian Accounting Act.

Basis for Opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of the Company as required by relevant laws and regulations in Norway and the International Ethics Standards Board for Accountants' International Code of Ethics for Professional Accountants (including International Independence Standards) (IESBA Code), and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Information

The Board of Directors and the Managing Director (management) are responsible for the information in the Board of Directors' report. The other information comprises information in the annual report, but does not include the financial statements and our auditor's report thereon. Our opinion on the financial statements does not cover the information in the Board of Directors' report.

In connection with our audit of the financial statements, our responsibility is to read the Board of Directors' report. The purpose is to consider if there is material inconsistency between the Board of Directors' report and the financial statements or our knowledge obtained in the audit, or whether the Board of Directors' report otherwise appears to be materially misstated. We are required to report if there is a material misstatement in the Board of Directors' report. We have nothing to report in this regard.

Based on our knowledge obtained in the audit, it is our opinion that the Board of Directors' report

- is consistent with the financial statements and
- contains the information required by applicable statutory requirements.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation of financial statements that give a true and fair view in accordance with simplified application of International Accounting Standards according to the Norwegian Accounting Act section 3-9, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Company or to cease operations, or has no realistic alternative but to do so.

PricewaterhouseCoopers AS, Sandviksbodene 2A, Postboks 3984 - Sandviken, NO-5835 Bergen
T: 02316, org. no.: 987 009 713 MVA, www.pwc.no
Statsautoriserte revisorer, medlemmer av Den norske Revisorforening og autorisert regnskapsførerselskap

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.For further description of Auditor's Responsibilities for the Audit of the Financial Statements reference is made to: https://revisorforeningen.no/revisjonsberetninger

Bergen, 26 April 2024
PricewaterhouseCoopers AS

Marius Kaland Olsen
State Authorised Public Accountant
(This document is signed electronically)

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DOF Group ASA
Alfabygget
5392 Storebø
NORWAY
Phone: +47 56 18 10 00
Fax: +47 56 18 10 06
management@dof.com

NORWAY

DOF Subsea AS
Thormøhlensgate 53 C
5006 Bergen
NORWAY
Phone: +47 55 25 22 00
Fax: +47 55 25 22 01

DOF Subsea Norway AS
Thormøhlensgate 53 C
5006 Bergen
NORWAY
Phone: +47 55 25 22 00
Fax: +47 55 25 22 01

DOF Management AS
Alfabygget
5392 Storebø
NORWAY
Phone: +47 56 18 10 00
Fax: +47 56 18 10 06
management@dof.com

ANGOLA

DOF Subsea Angola
Belas Business Park-Talatona
Edificio Bengo, 1° Andar
Sala 106/107, Luanda
REPUBLIC OF ANGOLA
Phone: +244 222 43 28 58
Fax: +244 222 44 40 68
Mobile: +244 227 28 00 96
+244 277 28 00 95
angola@dofsubsea.com

ARGENTINA

DOF Management Argentina S.A.
Peron 315, piso 1, Oficina 6-b
1038 - Buenos Aires
ARGENTINA
Phone: +5411 4342 4531
fgarcia@seaworks.com.ar

AUSTRALIA

DOF Subsea Australia Pty Ltd
5th Floor, 181 St. Georges Tce
Perth WA 6000
AUSTRALIA
Phone: +61 8 9278 8700
Fax: +61 8 9278 8799
asia-pacific@dofsubsea.com

DOF Management Australia
5th Floor, 181 St. Georges Tce
Perth WA 6000
AUSTRALIA
Phone: +61 3 9556 5478
Mobile: +61 418 430 939
management@dof.com

BRAZIL

NorSkan Offshore Ltda
Rua Lauro Muller
116, 17 andar
Torre do Rio Sul - Botafogo
Rio de Janeiro, R.J.
BRAZIL - CEP: 22290-160
Phone: +55 21 2103-5700
Fax: +55 21 2103-5717

Rua Fiscal Juca, 330
Q: W2 – L: 0001
Loteamento Novo Cavaleiros
Vale Encantado – Macaé/RJ
BRAZIL - CEP 27933-450
Phone: +55 21 21 03 57 00
Fax: +55 21 21 03 57 17
brazil.communication@dof.com

DOF Subsea Brasil Serviços Ltda
Rua Fiscal Juca, 330
Q: W2 – L: 0001
Loteamento Novo Cavaleiros
Vale Encantado – Macaé/RJ
BRAZIL - CEP 27933-450
Rua Lauro Müller, 116
Salas 2802 a 2805
Torre do Rio Sul
22290-160, Botafogo
Rio de Janeiro, R.J.
BRAZIL
Phone: +55 22 21 23 01 00
brazil.communication@dof.com

CANADA

DOF Subsea Canada
73 Bremigen's Bloulevard
Paradise, Newfoundland
CANADA, A1L 4A2
Phone: +1 709 576 2033
Fax: +1 709 576 2500
can@dofsubsea.com

SINGAPORE

DOF Management Pte Ltd
460 Alexandra Road# 15-02
PSA Building, 119963
SINGAPORE
Phone: +65 6868 1001
Fax: +65 6561 2431
management@dof.com

DOF Subsea Asia Pacific Pte Ltd
460 Alexandra Road # 15-02
PSA Building, 119963
SINGAPORE
Phone: +65 6561 2780
Fax: +65 6561 2431
asia-pacific@dofsubsea.com

UK

DOF (UK) Ltd
Horizons House, 81-83 Waterloo
Quay Aberdeen, AB11 5DE
UNITED KINGDOM
Phone: +44 1224 586 644
Fax: +44 1224 586 555
info@dofman.co.uk

DOF Subsea UK Ltd
Horizons House, 81-83 Waterloo
Quay Aberdeen, AB11 5DE
UNITED KINGDOM
Phone: +44 1224 614 000
Fax: +44 1224 614 001
uk@dofsubsea.com

USA

DOF Subsea USA Inc
5365 W. Sam Houston Parkway N
Suite 400
Houston Texas 77041
USA
Phone: +1 713 896 2500
Fax: +1 713 726 5800
InfoUS@dofsubsea.com

DOF
Alfabygget
5392 Storebø
NORWAY

www.dof.com

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To the General Meeting of DOF Rederi AS

Independent Auditor's Report

Opinion

We have audited the financial statements of DOF Rederi AS (the Company), which comprise the balance sheet as at 31 December 2023, the statement of profit or loss, statement of comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion the financial statements comply with applicable statutory requirements, and the financial statements give a true and fair view of the financial position of the Company as at 31 December 2023, and its financial performance and its cash flows for the year then ended in accordance with simplified application of international accounting standards according to section 3-9 of the Norwegian Accounting Act.

Basis for Opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of the Company as required by relevant laws and regulations in Norway and the International Ethics Standards Board for Accountants' International Code of Ethics for Professional Accountants (including International Independence Standards) (IESBA Code), and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Information

The Board of Directors and the Managing Director (management) are responsible for the information in the Board of Directors' report. The other information comprises information in the annual report, but does not include the financial statements and our auditor's report thereon. Our opinion on the financial statements does not cover the information in the Board of Directors' report.

In connection with our audit of the financial statements, our responsibility is to read the Board of Directors' report. The purpose is to consider if there is material inconsistency between the Board of Directors' report and the financial statements or our knowledge obtained in the audit, or whether the Board of Directors' report otherwise appears to be materially misstated. We are required to report if there is a material misstatement in the Board of Directors' report. We have nothing to report in this regard.

Based on our knowledge obtained in the audit, it is our opinion that the Board of Directors' report

- is consistent with the financial statements and
- contains the information required by applicable statutory requirements.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation of financial statements that give a true and fair view in accordance with simplified application of International Accounting Standards according to the Norwegian Accounting Act section 3-9, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Company or to cease operations, or has no realistic alternative but to do so.

PricewaterhouseCoopers AS, Sandviksbodene 2A, Postboks 3984 - Sandviken, NO-5835 Bergen
T: 02316, org. no.: 987 009 713 MVA, www.pwc.no
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Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.For further description of Auditor's Responsibilities for the Audit of the Financial Statements reference is made to: https://revisorforeningen.no/revisjonsberetninger

Bergen, 26 April 2024
PricewaterhouseCoopers AS

Marius Kaland Olsen
State Authorised Public Accountant
(This document is signed electronically)

Securely signed with Brevio

Revisjonsberetning 2023

Signers:

Name	***Method***	***Date***
Olsen, Marius Kaland	BANKID	2024-04-29 12:32