

HERCULES OFFSHORE, INC.  
Form 10-K  
February 27, 2014  
Table of Contents

UNITED STATES SECURITIES AND EXCHANGE COMMISSION  
Washington, D.C. 20549  
Form 10-K  
ANNUAL REPORT PURSUANT TO SECTION 13 OR 15(d)  
OF THE SECURITIES EXCHANGE ACT OF 1934  
For the fiscal year ended December 31, 2013  
Commission file number: 0-51582

Hercules Offshore, Inc.

(Exact name of registrant as specified in its charter)

Delaware

(State or other jurisdiction of  
incorporation or organization)

56-2542838

(I.R.S. Employer  
Identification No.)

9 Greenway Plaza, Suite 2200

Houston, Texas

(Address of principal executive offices)

Registrant's telephone number, including area code:

(713) 350-5100

77046

(Zip Code)

Securities registered pursuant to Section 12(b) of the Act:

Title of Each Class

Common Stock, \$0.01 par value per share

Rights to Purchase Preferred Stock

Name of Exchange on Which Registered

NASDAQ Global Select Market

NASDAQ Global Select Market

Securities registered pursuant to Section 12(g) of the Act:

None

Indicate by check mark if the registrant is a well-known seasoned issuer, as defined in Rule 405 of the Securities Act. Yes  No

Indicate by check mark if the registrant is not required to file reports pursuant to Section 13 or Section 15(d) of the Act. Yes  No

Indicate by check mark whether the registrant (1) has filed all reports required to be filed by Section 13 or 15(d) of the Securities Exchange Act of 1934 during the preceding 12 months (or for such shorter period that the registrant was required to file such reports), and (2) has been subject to such filing requirements for the past 90 days. Yes  No

Indicate by check mark whether the registrant has submitted electronically and posted on its corporate Web site, if any, every Interactive Data File required to be submitted and posted pursuant to Rule 405 of Regulation S-T (§ 232.405 of this chapter) during the preceding 12 months (or for such shorter period that the registrant was required to submit and post such files). Yes  No

Indicate by check mark if disclosure of delinquent filers pursuant to Item 405 of Regulation S-K (§ 229.405 of this chapter) is not contained herein, and will not be contained, to the best of registrant's knowledge, in definitive proxy or information statements incorporated by reference in Part III of this Form 10-K or any amendment to this Form 10-K.

Indicate by check mark whether the registrant is a large accelerated filer, an accelerated filer, a non-accelerated filer, or a smaller reporting company. See the definitions of "large accelerated filer," "accelerated filer" and "smaller reporting company" in Rule 12b-2 of the Exchange Act.

Large accelerated filer  Accelerated filer  Non-accelerated filer  Smaller reporting company   
(Do not check if a smaller reporting company)

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Indicate by check mark whether the registrant is a shell company (as defined in Rule 12b-2 of the Act). Yes  No

The aggregate market value of the registrant's common stock held by non-affiliates as of June 30, 2013, based on the closing price on the NASDAQ Global Select Market on such date, was approximately \$1.1 billion. As of such date, the registrant's directors and executive officers were considered affiliates of the registrant for this purpose.

As of February 24, 2014, there were 159,868,427 shares of the registrant's common stock, par value \$0.01 per share, outstanding.

**DOCUMENTS INCORPORATED BY REFERENCE**

Portions of the registrant's definitive proxy statement for the Annual Meeting of Stockholders to be held on May 14, 2014 are incorporated by reference into Part III of this report.

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Table of Contents

## TABLE OF CONTENTS

	Page
	<u>PART I</u>
Item 1.	<u>Business</u> 1
Item 1A.	<u>Risk Factors</u> 13
Item 1B.	<u>Unresolved Staff Comments</u> 25
Item 2.	<u>Properties</u> 25
Item 3.	<u>Legal Proceedings</u> 25
Item 4.	<u>Mine Safety Disclosures</u> 25
	<u>PART II</u>
Item 5.	<u>Market for Registrant’s Common Equity, Related Stockholder Matters and Issuer Purchases of Equity Securities</u> 26
Item 6.	<u>Selected Financial Data</u> 27
Item 7.	<u>Management’s Discussion and Analysis of Financial Condition and Results of Operations</u> 28
	<u>Forward-Looking Statements</u> 53
Item 7A.	<u>Quantitative and Qualitative Disclosures About Market Risk</u> 54
Item 8.	<u>Financial Statements and Supplementary Data</u> 55
Item 9.	<u>Changes in and Disagreements with Accountants on Accounting and Financial Disclosure</u> 95
Item 9A.	<u>Controls and Procedures</u> 95
Item 9B.	<u>Other Information</u> 95
	<u>PART III</u>
Item 10.	<u>Directors, Executive Officers and Corporate Governance</u> 96
Item 11.	<u>Executive Compensation</u> 96
Item 12.	<u>Security Ownership of Certain Beneficial Owners and Management and Related Stockholder Matters</u> 96
Item 13.	<u>Certain Relationships and Related Transactions, and Director Independence</u> 96
Item 14.	<u>Principal Accountant Fees and Services</u> 96
	<u>PART IV</u>
Item 15.	<u>Exhibits, Financial Statement Schedules</u> 96

Table of Contents

PART I

Item 1. Business

In this Annual Report on Form 10-K, we refer to Hercules Offshore, Inc. and its subsidiaries as “we,” the “Company” or “Hercules Offshore,” unless the context clearly indicates otherwise. Hercules Offshore, Inc. is a Delaware corporation formed in July 2004, with its principal executive offices located at 9 Greenway Plaza, Suite 2200, Houston, Texas 77046. Hercules Offshore’s telephone number at such address is (713) 350-5100 and our Internet address is [www.herculesoffshore.com](http://www.herculesoffshore.com).

Overview

We are a leading provider of shallow-water drilling and marine services to the oil and natural gas exploration and production industry globally. We provide these services to national oil and gas companies, major integrated energy companies and independent oil and natural gas operators. As of February 19, 2014, we owned a fleet of 38 jackup rigs, including Hercules Triumph (formerly Discovery Triumph) and Hercules Resilience (formerly Discovery Resilience), 19 liftboat vessels and operated an additional five liftboat vessels owned by a third party. Our diverse fleet is capable of providing services such as oil and gas exploration and development drilling, well service, platform inspection, maintenance and decommissioning operations in several key shallow-water provinces around the world.

In March 2013, we acquired the offshore drilling rig Hercules 267 and signed a three-year rig commitment with Cabinda Gulf Oil Company Limited for the use of this rig. The rig commenced work in November 2013.

In March 2013, we acquired the liftboat Bull Ray which commenced work in West Africa in March 2013.

In May 2013, we entered into an agreement to sell eleven inland barge rigs, comprising the majority of the Inland segment fleet, and related assets, and in July 2013 we closed on the sale of these Inland assets. Additionally, in August 2013, we sold the Hercules 27 inland barge. The remaining assets of the Inland segment, which included spare equipment, one cold stacked barge and a barge that will be used as a training rig, have been transferred to the Domestic Offshore segment.

On June 24, 2013 (“Acquisition Date”), we acquired an additional 52% interest in Discovery Offshore S.A. (“Discovery”) by purchasing additional common stock to bring our total interest held to 84%. We began consolidating Discovery’s results of operations as of the Acquisition Date. As of December 31, 2013, we held a 100% interest in Discovery as a result of additional purchases of shares of Discovery common stock subsequent to the Acquisition Date. As a result of this transaction, Hercules Triumph and Hercules Resilience are included in our International Offshore segment.

In June 2013, we entered into an agreement to sell our U.S. Gulf of Mexico Liftboats and related assets and in July 2013, we closed on the sale of these assets.

On July 23, 2013, our jackup drilling rig, Hercules 265, experienced a well control incident and sustained substantial damage. Our insurance underwriters determined that the rig was a constructive total loss and we received gross insurance proceeds of \$50.0 million, the rig’s insured value, in December 2013, and we recorded a net insurance gain of \$31.6 million after writing off the rig’s net book value of \$18.4 million.

In November 2013, we entered into an agreement with Perisai Drilling Sdn Bhd (“Perisai”) whereby we agreed to market, manage and operate two Pacific Class 400 design new-build jackup drilling rigs, Perisai Pacific 101 and Perisai Pacific 102, each with a maximum water depth of 400 feet. The rigs are being constructed by PPL in Singapore and are expected to be delivered in the third quarter of 2014 and the second quarter of 2015, respectively.

In December 2013, we sold Hercules 170 for gross proceeds of \$8.3 million and recorded a loss on the sale of \$11.5 million for the year ended December 31, 2013.

As of February 19, 2014, our business segments include the following:

Domestic Offshore — includes 28 jackup rigs in the U.S. Gulf of Mexico that can drill in maximum water depths ranging from 85 to 350 feet. Eighteen of the jackup rigs are either under contract or available for contracts and ten are cold stacked.

International Offshore — includes ten jackup rigs outside of the U.S. Gulf of Mexico. We have three jackup rigs contracted offshore in Saudi Arabia, two jackup rigs contracted offshore in India, one jackup rig contracted offshore in the Democratic Republic of Congo, one jackup rig contracted offshore in Angola and one jackup rig contracted

offshore in Vietnam. In addition, we have one jackup rig cold stacked in Bahrain as well as one jackup rig cold stacked in Malaysia.

International Liftboats — includes 24 liftboats. Twenty are operating or available for contracts offshore West Africa, including five liftboats owned by a third party, one is cold stacked offshore West Africa and three are operating or available for contracts in the Middle East region.

Recast of Financial Information for Discontinued Operations

1

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Table of Contents

Due to the current period classification of the Domestic Liftboats and Inland segments as discontinued operations, we have recast the Company's historical information to reflect the results of operations of these two segments as discontinued operations for all periods presented. In addition, the historical results of Domestic Offshore have been recast to include the operating results of the remaining retained Inland assets. In 2008 (2 vessels), 2009 (4 vessels) and 2012 (1 vessel), we transferred certain assets from our Domestic Liftboats segment to our International Liftboats segment. The historical results generated by these assets that were previously reported in the Domestic Liftboats segment are reported in the International Liftboats segment. As a result of these transfers, the historical results of International Liftboats have also been recast to include the operating results of these assets that have not been discontinued.

**Our Fleet**

Our drilling rigs are used primarily for exploration and development drilling in shallow waters. Under most of our contracts, we are paid a fixed daily rental rate called a “dayrate,” and we are required to pay all costs associated with our own crews as well as the upkeep and insurance of the rig and equipment. Dayrate drilling contracts typically provide for higher rates while the unit is operating and lower rates or a lump sum payment for periods of mobilization or when operations are interrupted or restricted by equipment breakdowns, adverse weather conditions or other factors.

Our liftboats are self-propelled, self-elevating vessels with a large open deck space, which provides a versatile, mobile and stable platform to support a broad range of offshore maintenance and construction services throughout the life of an oil or natural gas well. A liftboat contract generally is based on a flat dayrate for the vessel and crew. Our liftboat dayrates are determined by prevailing market rates, vessel availability and historical rates paid by the specific customer. Under most of our liftboat contracts, we receive a variable rate for reimbursement of costs such as catering, fuel, oil, rental equipment, crane overtime and other items. Liftboat contracts generally are for shorter terms than are drilling contracts, although international liftboat contracts may have terms of greater than one year.

**Jackup Drilling Rigs**

Jackup rigs are mobile, self-elevating drilling platforms equipped with legs that can be lowered to the ocean floor until a foundation is established to support the drilling platform. Once a foundation is established, the drilling platform is jacked further up the legs so that the platform is above the highest expected waves. The rig hull includes the drilling rig, jackup system, crew quarters, loading and unloading facilities, storage areas for bulk and liquid materials, helicopter landing deck and other related equipment.

Jackup rig legs may operate independently or have a lower hull referred to as a “mat” attached to the lower portion of the legs in order to provide a more stable foundation in soft bottom areas, similar to those encountered in certain of the shallow-water areas of the U.S. Gulf of Mexico or “U.S. GOM”. Mat-supported rigs generally are able to position themselves more quickly on the worksite and more easily move on and off location than independent leg rigs.

Twenty-seven of our jackup rigs are mat-supported and eleven are independent leg rigs.

Thirty-two of our rigs have a cantilever design that permits the drilling platform to be extended out from the hull to perform drilling or workover operations over some types of pre-existing platforms or structures. Six rigs have a slot-type design, which requires drilling operations to take place through a slot in the hull. Slot-type rigs are usually used for exploratory drilling rather than development drilling, in that their configuration makes them difficult to position over existing platforms or structures. Historically, jackup rigs with a cantilever design have maintained higher levels of utilization than rigs with a slot-type design.

As of February 19, 2014, twenty-six of our jackup rigs were under contract ranging in duration from well-to-well to five years. In the following table, “ILS” means an independent leg slot-type jackup rig, “MC” means a mat-supported cantilevered jackup rig, “ILC” means an independent leg cantilevered jackup rig and “MS” means a mat-supported slot-type jackup rig.

Table of Contents

The following table contains information regarding our jackup rig fleet as of February 19, 2014.

Rig Name	Type	Year Built/ Upgraded(a)	Maximum/ Minimum Water Depth Rating (Feet)	Rated Drilling Depth(b) (Feet)	Location	Status(c)
Hercules 85	ILS	1982	85/9	20,000	U.S. GOM	Cold Stacked
Hercules 120	MC	1958	120/22	18,000	U.S. GOM	Contracted
Hercules 150	ILC	1979	150/10	20,000	U.S. GOM	Contracted
Hercules 153	MC	1980/2007	150/22	25,000	U.S. GOM	Cold Stacked
Hercules 156	ILC	1983	150/14	20,000	Bahrain	Cold Stacked
Hercules 173	MC	1971	173/22	15,000	U.S. GOM	Contracted
Hercules 200	MC	1979	200/23	20,000	U.S. GOM	Contracted
Hercules 201	MC	1981	200/23	20,000	U.S. GOM	Contracted
Hercules 202	MC	1981	200/23	20,000	U.S. GOM	Contracted
Hercules 203	MC	1982	200/23	20,000	U.S. GOM	Cold Stacked
Hercules 204	MC	1981	200/23	20,000	U.S. GOM	Contracted
Hercules 205	MC	1979/2003	200/23	20,000	U.S. GOM	Shipyard
Hercules 206	MC	1980/2003	200/23	20,000	U.S. GOM	Cold Stacked
Hercules 207	MC	1981	200/23	20,000	U.S. GOM	Cold Stacked
Hercules 208(d)	MC	1980/2008	200/22	20,000	En route to India	Contracted
Hercules 209	MC	1981/2013	200/23	20,000	U.S. GOM	Contracted
Hercules 211	MC	1980	200/23	18,000(e)	U.S. GOM	Cold Stacked
Hercules 212	MC	1982	200/23	20,000	U.S. GOM	Contracted
Hercules 213	MC	1981/2002	200/23	20,000	U.S. GOM	Contracted
Hercules 214	MC	1982	200/23	20,000	U.S. GOM	Contracted
Hercules 250	MS	1974	250/24	20,000	U.S. GOM	Cold Stacked
Hercules 251	MS	1978	250/24	20,000	U.S. GOM	Contracted
Hercules 253	MS	1982	250/24	20,000	U.S. GOM	Contracted
Hercules 258	MS	1979/2008	250/24	20,000	Malaysia	Cold Stacked
Hercules 260	ILC	1979/2008	250/12	20,000	Democratic Republic of Congo	Contracted
Hercules 261	ILC	1979/2008	250/15	20,000	Saudi Arabia	Contracted
Hercules 262	ILC	1982/2008	250/15	20,000	Saudi Arabia	Contracted
Hercules 263	MC	1982/2002	250/23	20,000	U.S. GOM	Contracted
Hercules 264	MC	1976/1999	250/23	25,000	U.S. GOM	Shipyard
Hercules 266	ILC	1978/2013	250/15	20,000	Saudi Arabia	Contracted
Hercules 267	ILC	1980/2006	250/15	20,000	Angola	Contracted
Hercules 300	MC	1974/1999	300/25	25,000	U.S. GOM	Contracted
Hercules 350	ILC	1982	350/16	25,000	U.S. GOM	Contracted
Hercules 2002	MC	1982	200/23	20,000	U.S. GOM	Cold Stacked
Hercules 2003	MC	1981	200/23	20,000	U.S. GOM	Cold Stacked
Hercules 2500	MS	1981/1996	250/24	20,000	U.S. GOM	Cold Stacked
Hercules Resilience	ILC	2013	400/25	35,000	En route to Vietnam	Contracted
Hercules Triumph	ILC	2013	400/25	35,000	India	Contracted

(a) Dates shown are the original date the rig was built and the date of the most recent upgrade and/or major refurbishment, if any.

3

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Table of Contents

- (b) Rated drilling depth means drilling depth stated by the manufacturer of the rig. Depending on deck space and other factors, a rig may not have the actual capacity to drill at the rated drilling depth.  
Rigs designated as “Contracted” are under contract while rigs described as “Cold Stacked” are not actively marketed, normally require the hiring of an entire crew and require a maintenance review and refurbishment before they can function as a drilling rig. Rigs described as “Shipyard” are undergoing maintenance, repairs or upgrades and may or may not be actively marketed depending on the length of stay in the shipyard.
- (c) This rig is currently unable to operate in the U.S. Gulf of Mexico due to United States Department of Transportation Maritime Administration (“MARAD”) restrictions.
- (d) Rated workover depth. Hercules 211 is currently configured for workover activity, which includes maintenance and repair or modification of wells that have already been drilled and completed to enhance or resume the well’s production.

Liftboats

Unlike larger and more costly alternatives, such as jackup rigs or construction barges, our liftboats are self-propelled and can quickly reposition at a worksite or move to another location without third-party assistance. Once a liftboat is in position, typically adjacent to an offshore production platform or well, third-party service providers perform:

- production platform construction, inspection, maintenance and removal;
- well intervention and workover;
- well plug and abandonment; and
- pipeline installation and maintenance.

Our liftboats are ideal working platforms providing support platform and pipeline inspection and maintenance tasks because of their ability to maneuver efficiently and support multiple activities at different working heights. Diving operations may also be performed from our liftboats in connection with underwater inspections and repair. In addition, our liftboats provide an effective platform from which to perform well-servicing activities such as mechanical wireline, electrical wireline and coiled tubing operations. Technological advances, such as coiled tubing, allow more well-servicing procedures to be conducted from liftboats. Moreover, during both platform construction and removal, smaller platform components can be installed and removed more efficiently and at a lower cost using a liftboat crane and liftboat-based personnel than with a specialized construction barge or jackup rig.

The length of the legs is the principal measure of capability for a liftboat, as it determines the maximum water depth in which the liftboat can operate. Liftboats are typically moved to a port during severe weather to avoid the winds and waves they would be exposed to in open water.

Table of Contents

As of February 19, 2014, we owned sixteen liftboats operating in West Africa and three liftboats operating in the Middle East. In addition, we operated five liftboats owned by a third party in West Africa. The following table contains information regarding the liftboats we operate as of February 19, 2014.

Liftboat Name(1)	Year Built/ Upgraded(2)	Leg Length (Feet)	Deck Area (Square feet)	Maximum Deck Load (Pounds)	Location	Gross Tonnage
Bull Ray(3)	2008	280	11,000	1,000,000	Nigeria	2,559
Whale Shark(3)	2005/2009	260	8,170	1,010,000	U.A.E.	1,142
Tiger Shark(4)	2001	230	5,300	1,000,000	Nigeria	469
Kingfish(3)	1996/2012	229	5,000	500,000	U.A.E	1,312
Blue Shark(3)	1981	215	3,800	400,000	Nigeria	1,182
Amberjack(3)	1981	205	3,800	500,000	U.A.E.	417
Creole Fish(4)	2001	200	5,000	798,000	Nigeria	192
Cutlassfish(4)	2006	200	5,000	798,000	Nigeria	183
Black Jack(3)	1997/2008	200	4,000	480,000	Nigeria	777
Oilfish(3)	1996	170	3,200	590,000	Nigeria	495
F.J. Leleux(5)	1981	150	2,600	200,000	Nigeria	407
Black Marlin(3)	1984	150	2,600	200,000	Nigeria	407
Pilotfish(3)	1990	145	2,400	175,000	Nigeria	292
Rudderfish(3)	1991	145	3,000	100,000	Nigeria	309
Scamp(3)	1984	130	2,400	150,000	Nigeria	195
Charlie Cobb(5)	1980	120	2,000	100,000	Nigeria	229
Durwood Speed(5)	1979	120	2,000	100,000	Nigeria	210
James Choat(5)	1980	120	2,000	100,000	Nigeria	210
Solefish(3)	1978	120	2,000	100,000	Nigeria	229
Tigerfish(3)	1980	120	2,000	100,000	Nigeria	210
Zoal Albrecht(5)	1982	120	2,000	100,000	Nigeria	213
Bonefish(3)	1978	105	1,344	90,000	Nigeria	97
Gemfish(3)	1978	105	2,000	100,000	Nigeria	223
Tapertail(3)	1979	105	1,392	110,000	Nigeria	100

(1) The Bonefish is currently cold stacked. All other liftboats are either available or operating.

(2) Dates shown are the original date the vessel was built and the date of the most recent upgrade and/or major refurbishment, if any.

(3) Pursuant to the registry documents issued by the Republic of Panama.

(4) Pursuant to U.S. Coast Guard documentation. International regulatory bodies or non-U.S. Flag states may calculate gross tonnage differently than the U.S. Coast Guard.

(5) We operate these vessels; however, they are owned by a third party.

Table of Contents

## Competition

The shallow-water businesses in which we operate are highly competitive. Domestic drilling contracts are traditionally short term in nature, although we have recently been awarded longer term domestic drilling contracts. International drilling and liftboat contracts are longer term in nature. The contracts are typically awarded on a competitive bid basis. Pricing is often the primary factor in determining which qualified contractor is awarded a job, although technical capability of service and equipment, unit availability, unit location, safety record and crew quality may also be considered. Certain of our competitors in the shallow-water business may have greater financial and other resources than we have. As a result, these competitors may have a better ability to withstand periods of low utilization, compete more effectively on the basis of price, build new rigs, acquire existing rigs, and make technological improvements to existing equipment or replace equipment that becomes obsolete. Competition for offshore rigs is usually on a global basis, as drilling rigs are highly mobile and may be moved, at a cost that is sometimes substantial, from one region to another in response to demand. However, our mat-supported jackup rigs are less capable than independent leg jackup rigs of managing variable sea floor conditions found in most areas outside the Gulf of Mexico. As a result, our ability to move our mat-supported jackup rigs to certain regions in response to changes in market conditions is limited. Additionally, a number of our competitors have independent leg jackup rigs with generally higher specifications and capabilities than the independent leg rigs that we currently operate in the Gulf of Mexico. Particularly during market downturns when there is decreased rig demand, higher specification rigs may be more likely to obtain contracts than lower specification rigs.

## Customers

Our customers primarily include major integrated energy companies, independent oil and natural gas operators and national oil companies. Sales to customers exceeding 10 percent or more of our total revenue from continuing operations in any of the past three years are as follows:

	Year Ended			
	December 31,			
	2013	2012	2011	%
Chevron Corporation (a)	15	% 16	% 24	%
Saudi Aramco (b)	12	7	15	
Oil and Natural Gas Corporation Limited (b)	—	—	11	

(a) Revenue included in our Domestic Offshore, International Offshore and International Liftboats segments.

(b) Revenue included in our International Offshore segment.

## Contracts

Our contracts to provide services are individually negotiated and vary in their terms and provisions. Currently, all of our drilling contracts are on a dayrate basis. Dayrate drilling contracts typically provide for payment on a dayrate basis, with higher rates while the unit is operating and lower rates or a lump sum payment for periods of mobilization or when operations are interrupted or restricted by equipment breakdowns, adverse weather conditions or other factors.

A dayrate drilling contract generally extends over a period of time covering the drilling of a single well or group of wells or covering a stated term. These contracts typically can be terminated by the customer under various circumstances such as the loss or destruction of the drilling unit or the suspension of drilling operations for a specified period of time as a result of a breakdown of major equipment or due to events beyond the control of either party. In addition, customers in some instances have the right to terminate our contracts with little or no prior notice, and without penalty or early termination payments. The contract term in some instances may be extended by the customers exercising options for the drilling of additional wells or for an additional term, or by exercising a right of first refusal. To date, most of our contracts in the U.S. Gulf of Mexico have been on a short-term basis of less than six months. Our contracts in international locations have historically been longer-term, with contract terms of up to five years. For contracts over six months in term we may have the right to pass through certain cost escalations. Our customers may have the right to terminate, or may seek to renegotiate, existing contracts if we experience downtime or operational problems above a contractual limit, if the rig is a total loss, or in other specified circumstances. A customer is more

likely to seek to cancel or renegotiate its contract during periods of depressed market conditions. We could be required to pay penalties if some of our contracts with our customers are canceled due to downtime or operational problems. Suspension of drilling contracts results in the reduction in or loss of dayrates for the period of the suspension. A liftboat contract generally is based on a flat dayrate for the vessel and crew. Our liftboat dayrates are determined by prevailing market rates, vessel availability and historical rates paid by the specific customer. Under most of our liftboat contracts, we receive a variable rate for reimbursement of costs such as catering, fuel, oil, rental equipment, crane overtime and other items. Liftboat contracts generally are for shorter terms than are drilling contracts.

Table of Contents

On larger contracts, particularly outside the United States, we may be required to arrange for the issuance of a variety of bank guarantees, performance bonds or letters of credit. The issuance of such guarantees may be a condition of the bidding process imposed by our customers for work outside the United States. The customer would have the right to call on the guarantee, bond or letter of credit in the event we default in the performance of the services. The guarantees, bonds and letters of credit would typically expire after we complete the services.

**Contract Backlog**

We calculate our contract revenue backlog, or future contracted revenue, as the contract dayrate multiplied by the number of days remaining on the contract assuming full utilization, less any penalties or reductions in dayrate for late delivery or non-compliance with contractual obligations. Backlog excludes revenue for management agreements, mobilization, demobilization, contract preparation and customer reimbursables. The amount of actual revenue earned and the actual periods during which revenue is earned will be different than the backlog disclosed or expected due to various factors. Downtime due to various operational factors, including unscheduled repairs, maintenance, operational delays, health, safety and environmental incidents, weather events in the Gulf of Mexico and elsewhere and other factors (some of which are beyond our control), may result in lower dayrates than the full contractual operating dayrate. In some of the contracts, our customer has the right to terminate the contract without penalty and in certain instances, with little or no notice. The following table reflects the amount of our contract backlog by year as of February 19, 2014:

	For the Years Ending December 31,				
	Total	2014	2015	2016	Thereafter
	(in thousands)				
Domestic Offshore	\$287,985	\$277,205	\$10,780	\$—	\$—
International Offshore	748,595	188,835	171,814	128,304	259,642
International Liftboats	13,153	13,153	—	—	—
Total	\$1,049,733	\$479,193	\$182,594	\$128,304	\$259,642

**Employees**

As of December 31, 2013, we had approximately 2,200 employees. We require skilled personnel to operate and provide technical services and support for our rigs, barges and liftboats. As a result, we conduct extensive personnel training and safety programs.

Certain of our employees in West Africa are working under collective bargaining agreements. Additionally, efforts have been made from time to time to unionize portions of the offshore workforce in the U.S. Gulf of Mexico. We believe that our employee relations are good.

**Insurance and Indemnity**

We maintain insurance coverage that includes coverage for physical damage, third party liability, workers' compensation and employer's liability, general liability, vessel pollution and other coverages.

Our primary marine package provides for hull and machinery coverage for substantially all of our rigs and liftboats up to a scheduled value of each asset. The total maximum amount of coverage for these assets is \$1.7 billion. The marine package includes protection and indemnity and maritime employer's liability coverage for marine crew personal injury and death and certain operational liabilities, with primary coverage (or self-insured retention for maritime employer's liability coverage) of \$5.0 million per occurrence with excess liability coverage up to \$200.0 million. The marine package policy also includes coverage for personal injury and death of third parties with primary and excess coverage of \$25.0 million per occurrence with additional excess liability coverage up to \$200.0 million, subject to a \$250,000 per-occurrence deductible. The marine package also provides coverage for cargo and charterer's legal liability. The marine package includes limitations for coverage for losses caused in U.S. Gulf of Mexico named windstorms, including an annual aggregate limit of liability of \$75.0 million for property damage and removal of wreck liability coverage. We also procured an additional \$75.0 million excess policy for removal of wreck and certain third-party liabilities incurred in U.S. Gulf of Mexico named windstorms. Deductibles for events that are not caused by a U.S. Gulf of Mexico named windstorm are 12.5% of the insured drilling rig values per occurrence, subject to a minimum of \$1.0 million, and \$1.0 million per occurrence for liftboats. The deductible for drilling rigs in a U.S. Gulf of Mexico named windstorm event is \$25.0 million. Vessel pollution is covered under a Water Quality Insurance Syndicate

policy (“WQIS Policy”) providing limits as required by applicable law, including the Oil Pollution Act of 1990. The WQIS Policy covers pollution emanating from our vessels and drilling rigs, with primary limits of \$5.0 million (inclusive of a \$3.0 million per-occurrence deductible) and excess liability coverage up to \$200.0 million.

7

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Table of Contents

Control-of-well events generally include an unintended flow from the well that cannot be contained by equipment on site (e.g., a blow-out preventer), by increasing the weight of the drilling fluid, or that does not naturally close itself off through what is typically described as "bridging over". We carry a contractor's extra expense policy with \$25.0 million primary liability coverage for well control costs, pollution and expenses incurred to redrill wild or lost wells, with excess liability coverage up to \$200.0 million for pollution liability that is covered in the primary policy. The policies are subject to exclusions, limitations, deductibles, self-insured retention and other conditions. In addition to the marine package, we have separate policies providing coverage for onshore foreign and domestic general liability, employer's liability, auto liability and non-owned aircraft liability, with customary deductibles and coverage. Our policy, which we renew annually, expires in April 2014.

Our drilling contracts provide for varying levels of indemnification from our customers and in most cases, may require us to indemnify our customers for certain liabilities. Under our drilling contracts, liability with respect to personnel and property is customarily assigned on a "knock-for-knock" basis, which means that we and our customers assume liability for our respective personnel and property, regardless of how the loss or damage to the personnel and property may be caused, and even if we are grossly negligent. However, since the Macondo blowout and resulting litigation, some of our customers have been reluctant to extend their indemnity obligations in instances where we are grossly negligent. Our customers typically assume responsibility for and agree to indemnify us from any loss or liability resulting from pollution or contamination, including clean-up and removal and third-party damages arising from operations under the contract and originating below the surface of the water, including as a result of blowouts or cratering of the well ("Blowout Liability"). The customer's assumption for Blowout Liability may, in certain circumstances, be contractually limited or could be determined to be unenforceable in the event of our gross negligence, willful misconduct or other egregious conduct. In addition, we may not be indemnified for statutory penalties and punitive damages relating to such pollution or contamination events. We generally indemnify the customer for the consequences of spills of industrial waste or other liquids originating solely above the surface of the water and emanating from our rigs or vessels.

We have separate primary marine packages for Hercules Triumph and Hercules Resilience that each provide hull and machinery coverage up to \$250.0 million, subject to a \$2.5 million per-occurrence deductible, which increases to \$5.0 million for losses incurred during delivery voyages. Each marine package also provides coverage for cargo, contractor's extra expense and loss of hire coverage. We also have operational protection and indemnity coverage up to \$500.0 million per rig, subject to a \$50,000 per-occurrence deductible for claims originating outside the U.S. and a \$250,000 per-occurrence deductible for claims originating in the U.S. Additionally, we have coverage for extended contractual liability that includes subsea activities, property and personnel, and clean-up costs up to \$25.0 million per rig and pollution-by blowout coverage up to \$10.0 million per rig, all subject to certain contractual assumptions and limitations. We do not have coverage inclusive of U.S. Gulf of Mexico named windstorms.

We are self-insured for the deductible portion of our insurance coverage. Management believes adequate accruals have been made on known and estimated exposures up to the deductible portion of our insurance coverage. Management believes that claims and liabilities in excess of the amounts accrued are adequately insured. However, our insurance is subject to exclusions and limitations, and there is no assurance that such coverage will adequately protect us against liability from all potential consequences. In addition, there is no assurance of renewal or the ability to obtain coverage acceptable to us.

**Hercules 265 Incident and Settlement of Property Damage Insurance Claim**

On July 23, 2013, our jackup drilling rig, Hercules 265, a 250' mat-supported cantilevered unit operating in the U.S. Gulf of Mexico Outer Continental Shelf lease block South Timbalier 220, experienced a well control incident. Natural gas flowing from the well ignited and spread to the rig. On July 25, 2013, the natural gas well apparently bridged over, and the flow of natural gas ceased and the well was thereafter secured by our customer. All 44 personnel aboard the jackup rig were safely evacuated with no reported injuries. The rig sustained substantial damage in the incident and our insurance underwriters determined that the rig was a constructive total loss. We received gross insurance proceeds of \$50.0 million, the rig's insured value, in December 2013 from insurance underwriters and recorded a net insurance gain of \$31.6 million after writing off the rig's net book value of \$18.4 million. The cause of the incident is unknown but is under investigation. We also have removal of wreck coverage up to a total amount of \$110.0 million. The

deductible under our package policy, which includes physical damage and removal of wreck coverage, is \$5.0 million, but the deductible does not apply in the event the rig is a constructive total loss. In the event any pollution emanated from our rig or equipment as a result of the incident, our vessel pollution policy provides coverage, subject to deductibles and limitations. We and our insurance underwriters continue to negotiate the insurance recovery amounts for costs related to the salvage of the rig and certain other insured losses.

#### Insurance Claims Settlement

In September 2011, we were conducting a required annual spud can inspection on Hercules 185 in protected waters offshore Angola. While conducting the inspection, it was determined that the spud can on the starboard leg had detached from the leg. Subsequently, additional leg damage was identified. The rig underwent repairs related to this damage and was mobilized back to Angola. During the return mobilization from the U.S. Gulf of Mexico to Angola, Hercules 185 experienced



Table of Contents

additional damage to its legs. We conducted a survey of the rig's legs above and below the water line and discovered extensive damage to various portions of the rig's legs. In June 2012, we determined that it was unfeasible to repair the damage and return the rig to service and recorded an impairment charge to write the rig down to salvage value. We and our insurance underwriters reached a global settlement in September 2012, agreeing that Hercules 185 should be considered a constructive total loss. From this settlement, we received total insurance proceeds of \$41.0 million for the rig, including \$7.5 million received in June 2012 for its earlier claim relating to previous leg damage to the rig. These proceeds generated a gain on insurance settlement of \$27.3 million which is included in Operating Expenses on the Consolidated Statements of Operations for the year ended December 31, 2012. In the fourth quarter 2013, we sold the Hercules 185 for \$0.6 million. Pursuant to our settlement with the underwriters, the full proceeds from this sale were transferred to underwriters after closing.

Regulation

Our operations are affected in varying degrees by federal, state, local and foreign and/or international governmental laws and regulations regarding the discharge of materials into the environment or otherwise relating to environmental protection. Our industry is dependent on demand for services from the oil and natural gas industry and, accordingly, is also affected by changing tax and other laws relating to the energy business generally. In the United States, we are subject to the jurisdiction of the U.S. Coast Guard ("Coast Guard"), the National Transportation Safety Board ("NTSB"), the U.S. Customs and Border Protection ("CBP"), the Department of Interior, the Bureau of Ocean Energy Management ("BOEM") and the Bureau of Safety and Environmental Enforcement ("BSEE"), as well as classification societies such as the American Bureau of Shipping ("ABS"). The Coast Guard and the NTSB set safety standards and are authorized to investigate vessel accidents and recommend improved safety standards, and the CBP is authorized to inspect vessels at will. Coast Guard regulations also require annual inspections and periodic drydock inspections or special examinations of our vessels.

For instance, the Coast Guard issued a Policy Letter in July 2011 that provides for more frequent inspections of foreign flagged Mobile Offshore Drilling Units ("MODUs") that operate on the U.S. Outer Continental Shelf ("OCS"). The Coast Guard will make determinations to conduct more frequent inspections of foreign flagged MODUs in accordance with its Mobile Offshore Drilling Unit Safety and Environmental Protection Compliance Targeting Matrix. We may be subject to increased costs and potential downtime for certain of our rigs operating on the OCS if such rigs are determined by the Coast Guard to need additional oversight and inspection under this Policy Letter. In addition to this Coast Guard Policy Letter, in November 2011, the BSEE announced a change in its enforcement policies in the aftermath of the Macondo well blowout in April 2010, pursuant to which the agency has extended its regulatory enforcement reach to include contractors as well as offshore lease operators. Consequently, the BSEE may elect to hold contractors, including drilling contractors, liable for alleged violations of law arising in the BSEE's jurisdictional area. In August 2012, the BSEE issued an Interim Policy Letter that established the parameters by which BSEE will issue incidents of noncompliance to drilling contractors for serious violations of BSEE regulations. Implementation of this change in enforcement policy by the BSEE could subject us to added liabilities, including sanctions and penalties, as well as increased costs arising from contractual arrangements in master services agreements that failed to take into account such change in enforcement policy with respect to our operations in the U.S. Gulf of Mexico, which may have an adverse effect on our business and results of operations.

The shorelines and shallow-water areas of the U.S. Gulf of Mexico are ecologically sensitive. Heightened environmental concerns in these areas have led to higher drilling costs and a more difficult and lengthy well permitting process and, in general, have adversely affected drilling decisions of oil and natural gas companies. In the United States, our operations are subject to federal and state laws and regulations that require us to obtain and maintain specified permits or governmental approvals; control the discharge of materials into the environment; remove and cleanup materials that may harm the environment; or otherwise comply with the protection of the environment. For example, as an operator of mobile offshore units in navigable U.S. waters including the OCS, and some offshore areas, we may be liable for damages and costs incurred in connection with oil spills or other unauthorized discharges of chemicals or wastes resulting from or related to those operations. Failure to comply with these laws and regulations may result in the assessment of administrative, civil and criminal penalties, the imposition of remedial obligations, and the issuance of injunctions restricting some or all of our activities in the affected areas.

Laws and regulations protecting the environment have become more stringent over time and may in some cases impose strict liability, rendering a person liable for environmental damage without regard to negligence or fault on the part of such person. Some of these laws and regulations may expose us to liability for the conduct of or conditions caused by others or for acts that were in compliance with all applicable laws at the time they were performed. The application of these legal requirements or the adoption of new or more stringent legal requirements could have a material adverse effect on our financial condition and results of operations.

The U.S. Federal Water Pollution Control Act of 1972, as amended, commonly referred to as the Clean Water Act, prohibits the discharge of pollutants into the navigable waters of the United States without a permit. The regulations

Table of Contents

implementing the Clean Water Act require permits to be obtained by an operator before specified discharge activities occur. Offshore facilities must also prepare plans addressing spill prevention, control and countermeasures. In addition, while operators of vessels visiting U.S. ports historically have been excluded from obtaining permits for the discharge of ballast water and other substances incidental to the normal operation of the vessels because of an exemption under the Clean Water Act, that exemption was vacated, effective February 6, 2009. In place of the former Clean Water Act exemption, the EPA adopted a Vessel General Permit, effective December 19, 2008, that required subject vessel operators, including us, to obtain a Vessel General Permit for all of our covered vessels by February 6, 2009. We have obtained the necessary Vessel General Permit for all of our vessels to which this permitting program applies. The EPA reissues the Vessel General Permit every five years, and the EPA released a new permit on March 28, 2013 that had an effective date of December 19, 2013. In addition to the EPA's issuance of the Vessel General Permit, some states are, and other states are considering, regulating ballast water discharges. Violations of monitoring, reporting and permitting requirements associated with applicable ballast water discharge permitting programs or other regulatory initiatives may result in the imposition of civil and criminal penalties. Moreover, we have incurred added costs to comply with legal requirements under the Vessel General Permit and may continue to incur further costs as other legal requirements under federal and state ballast water discharge permit programs are adopted and implemented, but we do not believe that such compliance efforts will have a material adverse effect on our results of operations or financial position.

The U.S. Oil Pollution Act of 1990 ("OPA"), as amended, and related regulations impose a variety of requirements on "responsible parties" related to the prevention and/or reporting of oil spills and liability for damages resulting from such spills in waters off the U.S. A "responsible party" includes the owner or operator of an onshore facility, pipeline or vessel or the lessee or permittee of the area in which an offshore facility is located. OPA assigns liability to each responsible party for oil removal costs and a variety of public and private damages. Under OPA, as amended by the Coast Guard and Maritime Transportation Act of 2006, "tank vessels" of over 3,000 gross tons that carry oil or other hazardous materials in bulk as cargo, are subject to liability limits of (i) for a single-hulled vessel, the greater of \$3,200 per gross ton or \$23.5 million or (ii) for a tank vessel other than a single-hulled vessel, the greater of \$2,000 per gross ton or \$17.1 million. "Tank vessels" of 3,000 gross tons or less are subject to liability limits of (i) for a single-hulled vessel, the greater of \$3,200 per gross ton or \$6.4 million or (ii) for a tank vessel other than a single-hulled vessel, the greater of \$2,000 per gross ton or \$4.3 million. For any vessels other than "tank vessels" that are subject to OPA, the liability limits are the greater of \$1,000 per gross ton or \$854,400. Few defenses exist to the liability imposed by OPA and the liability could be substantial. Moreover, a party cannot take advantage of liability limits if the spill was caused by gross negligence or willful misconduct or resulted from violation of a federal safety, construction or operating regulation. If the party fails to report a spill or to cooperate fully in the cleanup, the liability limits likewise do not apply and certain defenses may not be available. In addition, OPA imposes on responsible parties the need for proof of financial responsibility to cover at least some costs in a potential spill. As required, we have provided satisfactory evidence of financial responsibility to the Coast Guard for all of our vessels subject to such requirements.

The U.S. Outer Continental Shelf Lands Act, as amended, authorizes regulations relating to safety and environmental protection applicable to lessees and permittees operating on the OCS. Included among these are regulations that require the preparation of spill contingency plans and establish air quality standards for certain pollutants, including particulate matter, volatile organic compounds, sulfur dioxide, carbon monoxide and nitrogen oxides. Specific design and operational standards may apply to OCS vessels, rigs, platforms, vehicles and structures. Violations of lease conditions or regulations related to the environment issued pursuant to the Outer Continental Shelf Lands Act can result in substantial civil and criminal penalties, as well as potential court injunctions curtailing operations and canceling leases. Such enforcement liabilities can result from either governmental or citizen prosecution.

The U.S. Comprehensive Environmental Response, Compensation, and Liability Act, as amended, also known as CERCLA or the "Superfund" law, imposes liability without regard to fault or the legality of the original conduct on certain classes of persons that are considered to have contributed to the release of a "hazardous substance" into the environment. These persons include the owner or operator of a facility where a release occurred, the owner or operator of a vessel from which there is a release, and entities that disposed or arranged for the disposal of the hazardous

substances found at a particular site. Persons who are or were responsible for releases of hazardous substances under CERCLA may be subject to joint and several liability for the cost of cleaning up the hazardous substances that have been released into the environment and for damages to natural resources. Prior owners and operators are also subject to liability under CERCLA. It is also not uncommon for third parties to file claims for personal injury and property damage allegedly caused by the hazardous substances released into the environment. We generate wastes in the course of our routine operations that may be classified as hazardous substances.

The U.S. Resource Conservation and Recovery Act, as amended, regulates the generation, transportation, storage, treatment and disposal of onshore hazardous and non-hazardous wastes and requires states to develop programs to ensure the safe disposal of wastes. We generate nonhazardous wastes and small quantities of hazardous wastes in connection with routine operations. We believe that all of the wastes that we generate are handled in compliance in all material respects with the Resource Conservation and Recovery Act and analogous state laws.

In recent years, a variety of initiatives intended to enhance vessel security were adopted to address terrorism risks, including the Coast Guard regulations implementing the Maritime Transportation and Security Act of 2002. These regulations

Table of Contents

required, among other things, the development of vessel security plans and on-board installation of automatic information systems, or AIS, to enhance vessel-to-vessel and vessel-to-shore communications. We believe that our vessels are in substantial compliance with all vessel security regulations.

The United States is one of approximately 170 member countries to the International Maritime Organization (“IMO”), a specialized agency of the United Nations that is responsible for developing measures to improve the safety and security of international shipping and to prevent marine pollution from ships. Among the various international conventions negotiated by the IMO is the International Convention for the Prevention of Pollution from Ships (“MARPOL”). MARPOL imposes environmental standards on the shipping industry relating to oil spills, management of garbage, the handling and disposal of noxious liquids, harmful substances in packaged forms, sewage and air emissions.

Annex VI to MARPOL sets limits on sulfur dioxide and nitrogen oxide emissions from ship exhausts and prohibits deliberate emissions of ozone depleting substances. Annex VI entered into force on May 19, 2005, and applies to all ships, fixed and floating drilling rigs and other floating platforms. Annex VI also imposes a global cap on the sulfur content of fuel oil and allows for specialized areas to be established internationally with more stringent controls on sulfur emissions. For vessels 400 gross tons and greater, platforms and drilling rigs, Annex VI imposes various survey and certification requirements. For this purpose, gross tonnage is based on the International Tonnage Certificate for the vessel, which may vary from the standard U.S. gross tonnage for the vessel reflected in our liftboat table previously. Annex VI came into force in the United States on January 8, 2009. Moreover, on July 1, 2010, amendments to Annex VI to the MARPOL Convention took effect requiring the imposition of progressively stricter limitations on sulfur emissions from ships. As a result, limitations imposed on sulfur emissions will require that fuels of vessels in covered Emission Control Areas (“ECAs”) contain no more than 1% sulfur. In August 2012, the North American ECA became enforceable. The North American ECA includes areas subject to the exclusive sovereignty of the United States and extends up to 200 nautical miles from the coasts of the United States, which area includes parts of the U.S. Gulf of Mexico. Consequently, beginning on January 1, 2012, limits on marine fuel used to power ships in non-ECA areas were capped at 3.5% sulfur and, in August 2012, when the North American ECA became effective, the sulfur limit in marine fuel was capped at 1%, which is the capped amount for all other ECA areas since July 1, 2010. These capped amounts will then decrease progressively until they reach 0.5% by January 1, 2020 for non-ECA areas and 0.1% by January 1, 2015 for ECA areas, including the North American ECA. The amendments also establish new tiers of stringent nitrogen oxide emissions standards for new marine engines, depending on their date of installation. Our operation of vessels in international waters, outside of the North American ECA, are subject to the requirements of Annex VI in those countries that have implemented its provisions. We believe the rigs we currently offer for international projects are generally exempt from the more costly compliance requirements of Annex VI and the liftboats we currently offer for international projects are generally exempt from or otherwise substantially comply with those requirements. Accordingly, we do not anticipate that compliance with MARPOL or Annex VI to MARPOL, whether within the North American ECA or beyond, will have a material adverse effect on our results of operations or financial position.

In response to the Macondo well blowout incident in April 2010, the U.S. Department of Interior, initially through the U.S. Bureau of Ocean Energy Management, Regulation and Enforcement (“BOEMRE”) and, upon dissolution of the BOEMRE effective October 1, 2011, through the BOEM and BSEE, has undertaken an aggressive overhaul of the offshore oil and natural gas regulatory process that has significantly impacted oil and gas development in the U.S. Gulf of Mexico. From time to time, new rules, regulations and requirements have been proposed and implemented by BOEM, BSEE or the United States Congress that materially limit or prohibit, and increase the cost of, offshore drilling in the U.S. Gulf of Mexico. These new rules, regulations and requirements include the moratorium on shallow-water drilling that was lifted in May 2010, but which resulted in a significant delay in permits being issued in the U.S. Gulf of Mexico, the adoption of new safety requirements and policies relating to the approval of drilling permits in the U.S. Gulf of Mexico, restrictions on oil and gas development and production activities in the U.S. Gulf of Mexico, and the promulgation of numerous Notices to Lessees that have impacted and may continue to impact our operations. In addition to these rules, regulations and requirements, the federal government is considering new legislation that could impose additional equipment and safety requirements on operators and drilling contractors in the

U.S. Gulf of Mexico, as well as regulations relating to the protection of the environment, all of which could materially adversely affect our financial condition and results of operations.

Greenhouse gas emissions have increasingly become the subject of international, national, regional, state and local attention. Cap and trade initiatives to limit greenhouse gas emissions have been introduced in the European Union. Similarly, numerous bills related to climate change have been introduced in the U.S. Congress, which could adversely impact most industries. In addition, future regulation of greenhouse gas could occur pursuant to future treaty obligations, statutory or regulatory changes or new climate change legislation in the jurisdictions in which we operate. It is uncertain whether any of these initiatives will be implemented. However, based on published media reports, we believe that it is not reasonably likely that recently considered federal legislative initiatives in the U.S. will be adopted and implemented without substantial modification. Restrictions on greenhouse gas emissions or other related legislative or regulatory enactments could have an effect in those industries that use significant amounts of petroleum products, which could potentially result in a reduction in demand for petroleum products and, consequently and indirectly, our offshore support services. We are currently unable to

Table of Contents

predict the manner or extent of any such effect. Furthermore, one of the asserted long-term physical effects of climate change may be an increase in the severity and frequency of adverse weather conditions, such as hurricanes, which may increase our insurance costs or risk retention, limit insurance availability or reduce the areas in which, or the number of days during which, our customers would contract for our vessels in general and in the U.S. Gulf of Mexico in particular. We are currently unable to predict the manner or extent of any such effect.

Our non-U.S. operations are subject to other laws and regulations in countries in which we operate, including laws and regulations relating to the importation of and operation of rigs and liftboats, currency conversions and repatriation, oil and natural gas exploration and development, environmental protection, taxation of offshore earnings and earnings of expatriate personnel, the use of local employees and suppliers by foreign contractors and duties on the importation and exportation of rigs, liftboats and other equipment. Governments in some foreign countries have become increasingly active in regulating and controlling the ownership of concessions and companies holding concessions, the exploration for oil and natural gas and other aspects of the oil and natural gas industries in their countries. In some areas of the world, this governmental activity has adversely affected the amount of exploration and development work done by major oil and natural gas companies and may continue to do so. Operations in less developed countries can be subject to legal systems that are not as mature or predictable as those in more developed countries, which can lead to greater uncertainty in legal matters and proceedings.

Although significant capital expenditures may be required to comply with these governmental laws and regulations, such compliance has not materially adversely affected our earnings or competitive position. We believe that we are currently in compliance in all material respects with the environmental regulations to which we are subject.

**Available Information**

General information about us, including our corporate governance policies, can be found on our Internet website at [www.herculesoffshore.com](http://www.herculesoffshore.com). On our website we make available, free of charge, our annual reports on Form 10-K, quarterly reports on Form 10-Q, current reports on Form 8-K, and amendments to those reports filed or furnished pursuant to Section 13(a) or 15(d) of the Securities Exchange Act of 1934 as soon as reasonably practicable after we electronically file or furnish them to the SEC. These filings also are available at the SEC's Internet website at [www.sec.gov](http://www.sec.gov). Information contained on our website is not part of this annual report.

**Segment and Geographic Information**

Information with respect to revenue, operating income and total assets attributable to our segments and revenue and long-lived assets by geographic areas of operations is presented in Note 16 of our Notes to Consolidated Financial Statements included in Item 8 of this annual report. Additional information about our segments is presented in "Management's Discussion and Analysis of Financial Condition and Results of Operations" in Item 7 of this annual report.

Table of Contents

Item 1A. Risk Factors

Our business depends on the level of activity in the oil and natural gas industry, which is significantly affected by volatile oil and natural gas prices.

Our business depends on the level of activity of oil and natural gas exploration, development and production in the U.S. Gulf of Mexico and internationally, and in particular, the level of exploration, development and production expenditures of our customers. Demand for our drilling services is adversely affected by declines associated with depressed oil and natural gas prices. Even the perceived risk of a decline in oil or natural gas prices often causes oil and gas companies to reduce spending on exploration, development and production. However, higher prices do not necessarily translate into increased drilling activity since our clients' expectations about future commodity prices typically drive demand for our services. Reductions in capital expenditures of our customers reduce rig utilization and day rates. Oil and natural gas prices are extremely volatile and are affected by numerous factors, including the following:

- the demand for oil and natural gas in the United States and elsewhere;
- the cost of exploring for, developing, producing and delivering oil and natural gas, and the relative cost of onshore production or importation of natural gas;
- political, economic and weather conditions in the United States and elsewhere;
- advances in drilling, exploration, development and production technology;
- the ability of the Organization of Petroleum Exporting Countries, commonly called "OPEC," to set and maintain oil production levels and pricing;
- the level of production in non-OPEC countries;
- domestic and international tax policies and governmental regulations;
- the development and exploitation of alternative fuels, and the competitive, social and political position of natural gas as a source of energy compared with other energy sources;
- the policies of various governments regarding exploration and development of their oil and natural gas reserves;
- the worldwide military and political environment and uncertainty or instability resulting from an escalation or additional outbreak of armed hostilities or other crises in the Middle East, North Africa, West Africa, Asia and other significant oil and natural gas producing regions; and
- acts of terrorism or piracy that affect oil and natural gas producing regions, especially in Nigeria, where armed conflict, civil unrest and acts of terrorism are increasingly common occurrences.

While economic conditions continue to improve, reduced demand for drilling and liftboat services could materially erode dayrates and utilization rates for our units, which could adversely affect our financial condition and results of operations. Continued hostilities in the Middle East, North Africa, West Africa and Asia and the occurrence or threat of terrorist attacks against the United States or other countries could negatively impact the economies of the United States and other countries where we operate. Another decline in the economy could result in a decrease in energy consumption, which in turn would cause our revenue and margins to decline and limit our future growth prospects.

The offshore service industry is highly cyclical and experiences periods of low demand and low dayrates. The volatility of the industry has in the past resulted and could again result in sharp declines in our profitability. Historically, the offshore service industry has been highly cyclical, with periods of high demand and high dayrates often followed by periods of low demand and low dayrates. Periods of low demand or increasing supply intensify the competition in the industry and often result in rigs or liftboats being idle for long periods of time. As a result of the cyclicity of our industry, we expect our results of operations to be volatile and to decrease during market declines such as the recession we recently experienced.

Maintaining idle assets or the sale of assets below their then carrying value may cause us to experience losses and may result in impairment charges.

Prolonged periods of low utilization and dayrates, the cold stacking of idle assets or the sale of assets below their then carrying value may cause us to experience losses. These events may also result in the recognition of impairment charges on certain of our assets if future cash flow estimates, based upon information available to management at the time, indicate that their carrying value may not be recoverable or if we sell assets at below their then carrying value.





Table of Contents

We have a significant level of debt, and could incur additional debt in the future. Our debt could have significant consequences for our business and future prospects.

As of December 31, 2013, we had total outstanding debt of approximately \$1.2 billion. This debt represented approximately 60% of our total book capitalization. As of December 31, 2013, we had \$138.6 million of available capacity under our revolving credit facility, after the commitment of \$11.4 million for letters of credit issued under it. We may borrow under our revolving credit facility to fund working capital or other needs in the near term up to the remaining availability, subject to our compliance with financial covenants. Our debt and the limitations imposed on us by our existing or future debt agreements could have significant consequences for our business and future prospects, including the following:

- we may not be able to obtain necessary financing in the future for working capital, capital expenditures, acquisitions, debt service requirements or other purposes and we may be required under the terms of our existing credit facility or notes to use the proceeds of any financing we obtain to repay or prepay existing debt;
- we will be required to dedicate a substantial portion of our cash flow to payments of interest on our debt;
- we may be exposed to risks inherent in interest rate fluctuations on borrowings under our credit facility which could result in higher interest expense to the extent that we do not hedge such risk in the event of increases in interest rates;
- we could be more vulnerable during downturns in our business and be less able to take advantage of significant business opportunities and to react to changes in our business and in market or industry conditions; and
- we may have a competitive disadvantage relative to our competitors that have less debt.

Our ability to make payments on and to refinance our indebtedness, including the 7.125% Senior Secured Notes due 2017, the 10.25% Senior Notes due 2019, the 8.75% Senior Notes due 2021, the 3.375% Convertible Senior Notes due 2038 and the 7.5% Senior Notes due 2021, and to fund planned capital expenditures will depend on our ability to generate cash in the future, which is subject to general economic, financial, competitive, legislative, regulatory and other factors that are beyond our control. Our future cash flows may be insufficient to meet all of our debt obligations and other commitments, and any insufficiency could negatively impact our business. To the extent we are unable to repay our indebtedness as it becomes due or at maturity with cash on hand, we will need to refinance our debt, sell assets or repay the debt with the proceeds from equity offerings. Additional indebtedness or equity financing may not be available to us in the future for the refinancing or repayment of existing indebtedness, and we may not be able to complete asset sales in a timely manner sufficient to make such repayments.

Our debt instruments impose significant additional costs and operating and financial restrictions on us, which may prevent us from capitalizing on business opportunities and taking certain actions.

Our debt instruments impose significant additional costs and operating and financial restrictions on us. These restrictions limit our ability to, among other things:

- incur additional indebtedness or issue certain preferred stock;
- pay dividends or make other distributions;
- make other restricted payments or investments;
- sell assets;
- create liens;
- enter into agreements that restrict dividends and other payments by restricted subsidiaries;
- engage in transactions with affiliates; and
- consolidate, merge or transfer all or substantially all of our assets.

Our compliance with these provisions may materially adversely affect our ability to react to changes in market conditions, take advantage of business opportunities we believe to be desirable, obtain future financing, fund needed capital expenditures, finance our acquisitions, equipment purchases and development expenditures, or withstand the present or any future downturn in our business.

If we are unable to comply with the financial covenant in our revolving credit facility, there could be a default, which could result in an acceleration of repayment of funds that we have borrowed.

Our revolving credit facility includes a financial covenant that will be tested if there are any revolving borrowings under the credit facility or letters of credit issued under the credit facility exceeding \$10.0 million. If we trigger the conditions requiring testing, our ability to comply with this financial covenant can be affected by events beyond our

control. Reduced

14

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Table of Contents

activity levels in the oil and natural gas industry could adversely impact our ability to comply with such covenant in the future. Our failure to comply with such covenant would result in an event of default under the revolving credit facility. An event of default could prevent us from borrowing under our revolving credit facility, which could in turn have a material adverse effect on our available liquidity. In addition, an event of default could result in our having to immediately repay all amounts outstanding under the revolving credit facility, the 7.125% Senior Secured Notes due 2017, the 10.25% Senior Notes due 2019, the 8.75% Senior Notes due 2021, the 3.375% Convertible Senior Notes due 2038 and the 7.5% Senior Notes due 2021 and in foreclosure of liens on our assets. As of December 31, 2013, we were in compliance with all covenants under our debt facilities.

Our industry is highly competitive, with intense price competition. Our inability to compete successfully may reduce our profitability.

Our industry is highly competitive. Our contracts are traditionally awarded on a competitive bid basis. Pricing is often the primary factor in determining which qualified contractor is awarded a job, although rig and liftboat availability, location and technical capability and each contractor's safety performance record and reputation for quality also can be key factors in the determination. Dayrates also depend on the supply of rigs and vessels and excess capacity puts downward pressure on dayrates. Excess capacity can occur when newly constructed rigs and vessels enter service, when rigs and vessels are mobilized between geographic areas and when non-marketed rigs and vessels are reactivated.

Several of our competitors also are incorporated in jurisdictions outside the United States, which provides them with significant tax advantages that are not available to us as a U.S. company and, as a result, may materially impair our ability to compete with them for many projects that would be beneficial to us.

We may require additional capital in the future, which may not be available to us or may be at a cost which reduces our cash flow and profitability.

Our business is capital intensive and, to the extent we do not generate sufficient cash from operations, we may need to raise additional funds through public or private debt (which would increase our interest costs) or equity financings to execute our business strategy or to fund capital expenditures. Adequate sources of capital funding may not be available when needed or may not be available on acceptable terms. In addition, under the terms of our revolving credit facility, we may be required to use the proceeds of any capital that we raise to repay existing indebtedness. If we raise additional funds by issuing additional equity securities, existing stockholders may experience dilution. If funding is insufficient at any time in the future, we may be unable to fund maintenance of our assets, take advantage of business opportunities or respond to competitive pressures, any of which could harm our business.

Asset sales have been an important component of our business strategy. We may be unable to identify appropriate buyers with access to financing or to complete any sales on acceptable terms.

We are currently considering sales or other dispositions of certain of our assets, and any such disposition could be significant and could significantly affect the results of operations of one or more of our business segments. Asset sales may occur on less favorable terms than terms that might be available at other times in the business cycle. At any given time, discussions with one or more potential buyers may be at different stages. Any such discussions and agreements to sell assets may or may not result in the consummation of an asset sale. We may not be able to identify buyers with access to financing or complete sales on acceptable terms.

Our customer contracts are generally short term, and we will experience reduced profitability if our customers reduce activity levels, terminate or seek to renegotiate contracts, or if we experience downtime, operational difficulties, or safety-related issues.

Currently, all of our drilling contracts with major customers are dayrate contracts, where we charge a fixed charge per day regardless of the number of days needed to drill the well. Likewise, under our current liftboat contracts, we charge a fixed fee per day regardless of the success of the operations that are being conducted by our customer utilizing our liftboat. During depressed market conditions, a customer may no longer need a rig or liftboat that is currently under contract or may be able to obtain a comparable rig or liftboat at a lower daily rate. As a result, customers may seek to renegotiate the terms of their existing drilling contracts or avoid their obligations, including their payment obligations, under those contracts. In addition, our customers may have the right to terminate, or may seek to renegotiate, existing contracts if we experience downtime, operational problems above the contractual limit or safety-related issues, if the

rig or liftboat is a total loss, if the rig or liftboat is not delivered to the customer within the period specified in the contract or in other specified circumstances, which include events beyond the control of either party. In the U.S. Gulf of Mexico, contracts are generally short term, and oil and natural gas companies tend to reduce activity levels quickly in response to downward changes in oil and natural gas prices. Due to the short-term nature of most of our contracts, a decline in market conditions can quickly affect our business if customers reduce their levels of operations.

Table of Contents

Some of our contracts with our customers include terms allowing them to terminate the contracts without cause, with little or no prior notice and without penalty or early termination payments. In addition, we could be required to pay penalties if some of our contracts with our customers are terminated due to downtime, operational problems or failure to deliver. Some of our other contracts with customers may be cancelable at the option of the customer upon payment of a penalty, which may not fully compensate us for the loss of the contract. Early termination of a contract may result in a rig or liftboat being idle for an extended period of time. The likelihood that a customer may seek to terminate a contract is increased during periods of market weakness. If our customers cancel or require us to renegotiate some of our significant contracts, if we are unable to secure new contracts on substantially similar terms, especially those contracts in our International Offshore segment, or if contracts are suspended for an extended period of time, our revenue and profitability would be materially reduced.

An increase in supply of rigs or liftboats could adversely affect our financial condition and results of operations.

Reactivation of non-marketed rigs, mobilization of rigs back to the U.S. Gulf of Mexico or new construction of rigs could result in excess supply in the region, and our dayrates and utilization could be reduced.

Construction of rigs, including high specification rigs such as Hercules Triumph and Hercules Resilience, could result in excess supply in international regions, which could reduce our ability to secure new contracts for our rigs and could reduce our ability to renew, extend or obtain new contracts for working rigs at the end of such contract term. The excess supply would also impact the dayrates on future contracts.

If market conditions improve, inactive rigs and liftboats that are not currently being marketed could be reactivated to meet an increase in demand. Improved market conditions in the U.S. Gulf of Mexico, particularly relative to other regions, could also lead to the movement of jackup rigs and other mobile offshore drilling units into the U.S. Gulf of Mexico. Improved market conditions in any region worldwide could lead to increased construction of rigs and liftboats and upgraded programs by our competitors. Some of our competitors have already announced plans to build additional jackup rigs with higher specifications than our rigs. According to ODS-Petrodata, as of February 19, 2014, 138 newbuild jackup rigs are scheduled for delivery through 2017. Many of the rigs currently under construction have not been contracted for future work, which may intensify price competition as scheduled delivery dates occur. A significant increase in the supply of jackup rigs, other mobile offshore drilling units or liftboats could adversely affect both our utilization and dayrates.

Our business involves numerous operating hazards and exposure to extreme weather and climate risks, and our insurance may not be adequate to cover our losses.

Our operations are subject to the usual hazards inherent in the drilling and operation of oil and natural gas wells, such as blowouts, reservoir damage, loss of production, loss of well control, punchthroughs, craterings, fires and pollution, such as the well control incident experienced in July 2013 by our jackup drilling rig Hercules 265 in the U.S. Gulf of Mexico. The occurrence of these events could result in the suspension of drilling or production operations, claims by the operator, severe damage to or destruction of the property and equipment involved, injury or death to rig or liftboat personnel, and environmental damage. We may also be subject to personal injury and other claims of rig or liftboat personnel as a result of our drilling and liftboat operations. Operations also may be suspended because of machinery breakdowns, abnormal operating conditions, failure of subcontractors to perform or supply goods or services and personnel shortages.

In addition, our drilling and liftboat operations are subject to perils of marine operations, including capsizing, grounding, collision and loss or damage from severe weather. Tropical storms, hurricanes and other severe weather prevalent in the U.S. Gulf of Mexico could have a material adverse effect on our operations. In addition, damage to our rigs, liftboats, shorebases and corporate infrastructure caused by high winds, turbulent seas, or unstable sea bottom conditions could potentially cause us to curtail operations for significant periods of time until the damages can be repaired. In addition, we could stack a number of rigs in certain locations offshore. This concentration of rigs in specific locations could expose us to increased liability from a catastrophic event and could cause an increase in our insurance costs.

Damage to the environment could result from our operations, particularly through oil spillage or extensive uncontrolled fires. We may also be subject to property, environmental and other damage claims by oil and natural gas companies and other businesses operating offshore and in coastal areas. Our insurance policies and contractual rights

to indemnity may not adequately cover losses, and we may not have insurance coverage or rights to indemnity for all risks. Moreover, pollution and environmental risks generally are subject to significant deductibles and are not totally insurable. Risks from extreme weather and marine hazards may increase in the event of ongoing patterns of adverse changes in weather or climate.

A significant portion of our business is conducted in shallow-water areas of the U.S. Gulf of Mexico. The mature nature of this region could result in less drilling activity in the area, thereby reducing demand for our services. The U.S. Gulf of Mexico, and in particular the shallow-water region of the U.S. Gulf of Mexico, is a mature oil and natural gas production region that has experienced substantial seismic survey and exploration activity for many years. Because a large number of oil and natural gas prospects in this region have already been drilled, additional prospects of sufficient size

Table of Contents

and quality could be more difficult to identify. According to the U.S. Energy Information Administration, the average size of the U.S. Gulf of Mexico discoveries has declined significantly since the early 1990s. In addition, the amount of natural gas production in the shallow-water U.S. Gulf of Mexico has declined over the last decade. Moreover, oil and natural gas companies may be unable to obtain financing necessary to drill prospects in this region. The decrease in the size of oil and natural gas prospects, the decrease in production or the failure to obtain such financing may result in reduced drilling activity in the U.S. Gulf of Mexico and reduced demand for our services.

We can provide no assurance that our current backlog of contract drilling revenue will be ultimately realized.

As of February 19, 2014, our total contract drilling backlog for our Domestic Offshore, International Offshore and International Liftboats segments was approximately \$1.0 billion. We calculate our contract revenue backlog, or future contracted revenue, as the contract dayrate multiplied by the number of days remaining on the contract assuming full utilization, less any penalties or reductions in dayrate for late delivery or non-compliance with contractual obligations.

Backlog excludes revenue for management agreements, mobilization, demobilization, contract preparation and customer reimbursables. We may not be able to perform under our drilling contracts due to various operational factors, including unscheduled repairs, maintenance, operational delays, health, safety and environmental incidents, weather events in the Gulf of Mexico and elsewhere and other factors (some of which are beyond our control), and our customers may seek to cancel or renegotiate our contracts for various reasons. In some of the contracts, our customer has the right to terminate the contract without penalty and in certain instances, with little or no notice. In addition, we can provide no assurance that our customers will pay any or all of the revenues that we earn from them for providing our drilling and liftboat services. Our inability or the inability of our customers to perform under our or their contractual obligations may have a material adverse effect on our financial position, results of operations and cash flows.

Our insurance coverage has become more expensive, may become unavailable in the future, and may be inadequate to cover our losses.

Our insurance coverage is subject to certain significant deductibles and levels of self-insurance, does not cover all types of losses and, in some situations, may not provide full coverage for losses or liabilities resulting from our operations. In addition, due to the losses sustained by us and the offshore drilling industry in recent years, we are likely to continue experiencing increased costs for available insurance coverage, which may impose higher deductibles and limit maximum aggregated recoveries, including for hurricane-related windstorm damage or loss and for pollution and blowout events. Insurance costs may increase in the event of ongoing patterns of adverse changes in weather or climate.

Further, we may elect not to obtain or we may be unable to obtain windstorm coverage in the future, thus putting us at a greater risk of loss due to severe weather conditions and other hazards. If a significant accident or other event resulting in damage to our rigs or liftboats, including severe weather, equipment breakdowns, terrorist acts, piracy, war, civil disturbances, blowouts, pollution or environmental damage, occurs and is not fully covered by insurance or a recoverable indemnity from a customer, it could adversely affect our financial condition and results of operations. Moreover, we may not be able to maintain adequate insurance in the future at rates we consider reasonable or be able to obtain insurance against certain risks.

As a result of a number of catastrophic weather related and other events, insurance underwriters increased insurance premiums for many of the coverages historically maintained and issued general notices of cancellation and significant changes for a wide variety of insurance coverages. The oil and natural gas industry has suffered extensive damage from several hurricanes since 2005. As a result, our insurance costs have increased significantly, our deductibles have increased and our coverage for named windstorm damage was restricted. Any additional severe storm activity in the energy producing areas of the U.S. Gulf of Mexico in the future could cause insurance underwriters to no longer insure U.S. Gulf of Mexico assets against weather-related damage. Further, due to the escalating costs for weather-related damage in the U.S. Gulf of Mexico, in the future we may elect to forgo purchasing such coverage. A number of our customers that produce oil and natural gas have previously maintained business interruption insurance for their production. This insurance is less available and may cease to be available in the future, which could adversely impact our customers' business prospects in the U.S. Gulf of Mexico and reduce demand for our services.

Our customers may be unable or unwilling to indemnify us.



Consistent with standard industry practice, our clients generally assume, and indemnify us against, well control and subsurface risks under dayrate contracts, regardless of how the loss or damages may be caused. Typically, our customer agrees to indemnify us for these risks, even if we are grossly negligent. However, since the Macondo well blowout and resulting litigation, some of our customers have been reluctant to extend their indemnity obligations in instances where we are grossly negligent. These risks are those associated with the loss of control of a well, such as blowout or cratering, the cost to regain control or redrill the well and associated pollution. There can be no assurance, however, that these clients will necessarily be financially able to indemnify us against all these risks. Also, we may be effectively prevented from enforcing these indemnities

Table of Contents

because of the nature of our relationship with some of our larger clients. Additionally, from time to time we may not be able to obtain agreement from our customers to indemnify us for such damages and risks.

Any violation of the Foreign Corrupt Practices Act ("FCPA") or similar laws and regulations could result in significant expenses, divert management attention, and otherwise have a negative impact on us.

We are subject to the FCPA, which generally prohibits U.S. companies and their intermediaries from making improper payments to foreign officials for the purpose of obtaining or retaining business, and the anti-bribery laws of other jurisdictions. On April 4, 2011, we received a subpoena from the Securities and Exchange Commission ("SEC") requesting that we produce documents relating to our compliance with the FCPA. We were also advised by the Department of Justice ("DOJ") on April 5, 2011, that it was conducting a similar investigation. Under the direction of the audit committee, we conducted an internal investigation regarding these matters. On April 24, 2012 and August 7, 2012, we received letters notifying us that the DOJ and SEC, respectively, had completed their investigations and did not intend to pursue enforcement action against us. Despite the favorable termination of these investigations, we remain subject to the FCPA and similar laws and regulations, and any determination that we have violated the FCPA or laws of any other jurisdiction could have a material adverse effect on our financial condition.

Our international operations may subject us to political and regulatory risks and uncertainties.

In connection with our international contracts, the transportation of rigs, services and technology across international borders subjects us to extensive trade laws and regulations. Our import and export activities are governed by unique customs laws and regulations in each of the countries where we operate. In each jurisdiction, laws and regulations concerning importation, recordkeeping and reporting, import and export control and financial or economic sanctions are complex and constantly changing. Our business and financial condition may be materially affected by enactment, amendment, enforcement or changing interpretations of these laws and regulations. Rigs and other shipments can be delayed and denied import or export for a variety of reasons, some of which are outside our control and some of which may result in failure to comply with existing laws and regulations and contractual requirements. Shipping delays or denials could cause operational downtime or increased costs, duties, taxes and fees. Any failure to comply with applicable legal and regulatory obligations also could result in criminal and civil penalties and sanctions, such as fines, imprisonment, debarment from government contracts, seizure of goods and loss of import and export privileges. Our international operations are subject to additional political, economic, and other uncertainties not generally associated with domestic operations.

An element of our business strategy is to continue to expand into international oil and natural gas producing areas such as West Africa, the Middle East and the Asia-Pacific region. We operate liftboats in West Africa, including Nigeria, and in the Middle East. We also operate drilling rigs in Saudi Arabia, West Africa, India and Southeast Asia. Our international operations are subject to a number of risks inherent in any business operating in foreign countries, including:

- political, social and economic instability, war and acts of terrorism;
- potential seizure, expropriation or nationalization of assets;
- damage to our equipment or violence directed at our employees, including kidnappings and piracy;
- increased operating costs;
- complications associated with repairing and replacing equipment in remote locations;
- delays and potential prolonged disruption of operations associated with obtaining visas for our employees and other local procedural requirements and administrative matters, particularly in Angola;
- repudiation, modification or renegotiation of contracts, disputes and legal proceedings in international jurisdictions;
- limitations on insurance coverage, such as war risk coverage in certain areas;
- import-export quotas;
- confiscatory taxation;
- work stoppages or strikes, particularly in the Nigerian labor environments;
- unexpected changes in regulatory requirements;
- wage and price controls;
- imposition of trade barriers;



Table of Contents

- imposition or changes in enforcement of local content and cabotage laws, particularly in West Africa and Southeast Asia, where the legislatures are active in developing new legislation;
- restrictions on currency or capital repatriations;
- currency fluctuations and devaluations; and
- other forms of government regulation and economic conditions that are beyond our control.

Many governments favor or effectively require that liftboat or drilling contracts be awarded to local contractors or require foreign contractors to employ citizens of, or purchase supplies from, a particular jurisdiction. In certain countries, government rules and regulations also require that local citizens or entities be engaged as local representatives to support the operations of foreign contractors or to own a portion of the equity or assets of companies operating within their jurisdiction. These practices and legal requirements regarding the use of and potential company equity and asset ownership by local representatives might limit our business and operations, and occasions may arise when we have disagreements with our local representative, or the continuation of such relationship may become infeasible. Any such developments might disrupt our operations and continuity of our business in such jurisdictions. If we are unable to resolve issues with a local representative, we may decide to terminate the relationship with such local representative and seek another local representative or seek opportunities for our vessels elsewhere. Where local representative relationships require approval from the local government or other third parties we may be constrained in our ability to replace an existing local representative which may disrupt our operations and continuity of our business in such jurisdictions and require us to seek opportunities for our vessels elsewhere. In addition, if we experience delays or are unable to perform our obligations under our contracts, our customers may seek to cancel the contracts, which could adversely affect our financial condition, results of operations or cash flows.

Our non-U.S. contract drilling and liftboat operations are subject to various laws and regulations in countries in which we operate, including laws and regulations relating to the equipment and operation of drilling rigs and liftboats, currency conversions and repatriation, oil and natural gas exploration and development, taxation of offshore earnings and earnings of expatriate personnel, employees and suppliers by foreign contractors, the ownership of assets by local citizens and companies, and duties on the importation and exportation of units and other equipment. Governments in some foreign countries have become increasingly active in regulating and controlling the ownership of concessions and companies holding concessions, the exploration for oil and natural gas and other aspects of the oil and natural gas industries in their countries. In some areas of the world, this governmental activity has adversely affected the amount of exploration and development work done by major oil and natural gas companies and may continue to do so.

Operations in developing countries can be subject to legal systems which are not as predictable as those in more developed countries, which can lead to greater risk and uncertainty in legal matters and proceedings. Our ability to compete in international markets may be adversely affected by these foreign governmental regulations and/or policies that favor the awarding of contracts to contractors in which nationals of those foreign countries have substantial ownership interests or by regulations requiring foreign contractors to employ, transfer ownership of equipment to, or purchase supplies from citizens of a particular jurisdiction.

Due to our international operations, we may experience currency exchange losses when revenue is received and expenses are paid in nonconvertible currencies or when we do not hedge an exposure to a foreign currency. We may also incur losses as a result of our inability to collect revenue because of a shortage of convertible currency available to the country of operation, controls over currency exchange or controls over the repatriation of income or capital.

A small number of customers account for a significant portion of our revenue, and the loss of one or more of these customers could adversely affect our financial condition and results of operations.

In recent years there has been a significant consolidation in our customer base. Therefore, we derive a significant amount of our revenue from a few energy companies. Chevron Corporation and Saudi Aramco accounted for 15% and 12% of our revenue for the year ended December 31, 2013, respectively. Our financial condition and results of operations will be materially adversely affected if these customers interrupt or curtail their activities, terminate their contracts with us, fail to renew their existing contracts or refuse to award new contracts to us and we are unable to enter into contracts with new customers at comparable dayrates. There are a relatively small number of potential

customers for our high-specification rigs. The loss of either of these or any other significant customer could adversely affect our financial condition and results of operations.

More of our existing jackup rigs are at a relative disadvantage to higher specification rigs, which may be more likely to obtain contracts than lower specification jackup rigs such as ours.

Many of our competitors have jackup fleets with generally higher specification rigs than those in our jackup fleet other than our two ultra-high specification rigs. In our existing fleet, 27 of our 38 jackup rigs are mat-supported, which are generally limited to geographic areas with soft bottom conditions like much of the Gulf of Mexico. In addition, all of the new rigs under construction are of higher specification than our existing fleet, other than our two ultra-high specification rigs. Most of these

## Table of Contents

rigs under construction are currently without contracts, which may intensify price competition as scheduled delivery dates occur. Particularly in periods in which there is decreased rig demand, higher specification rigs may be more likely to obtain contracts than lower specification jackup rigs such as ours. In the past, lower specification rigs have been stacked earlier in the cycle of decreased rig demand than higher specification rigs and have been reactivated later in the cycle, which may adversely impact our business. In addition, higher specification rigs may be more adaptable to different operating conditions and therefore have greater flexibility to move to areas of demand in response to changes in market conditions. Because a majority of our rigs were designed specifically for drilling in the shallow-water of the U.S. Gulf of Mexico, our ability to move them to other regions in response to changes in market conditions is limited. Furthermore, there is an increasing amount of exploration and production expenditures being concentrated in deepwater drilling programs and deeper formations, including deep natural gas prospects, requiring higher specification jackup rigs, semisubmersible drilling rigs or drillships. This trend is expected to continue and could result in a decline in demand for lower specification jackup rigs like ours, which could have an adverse impact on our financial condition and results of operations.

Acquisitions and integrating such acquisitions create certain risk and may affect our operating results.

We have completed acquisitions and will consider pursuing acquisitions (including the acquisition of individual rigs and liftboats and our acquisitions of Seahawk in 2011 and Discovery Offshore S.A. in 2013) in order to continue to grow and increase profitability. However, acquisitions involve numerous risks and uncertainties, including intense competition for suitable acquisition targets, the potential unavailability of financial resources necessary to consummate acquisitions, difficulties in identifying suitable acquisition targets or in completing any transactions identified on sufficiently favorable terms.

In addition to the risks involved in identifying and completing acquisitions described above, even when acquisitions are completed, integration of acquired entities can involve significant difficulties, such as:

- failure to achieve cost savings or other financial or operating objectives with respect to an acquisition;
- uncertainties and delays relating to upgrades and refurbishments of newly-acquired rigs and liftboats;
- inability to perform under drilling contracts due to various operational factors, including unscheduled repairs, maintenance, operational delays, health, safety and environmental incidents, weather events and our new customers seeking to cancel or renegotiate our contracts for various reasons;
- strain on the operational and managerial controls of our business;
- managing geographically separated organization, systems and facilities;
- difficulties in the integration and retention of customers or personnel and the integration and effective deployment of operations or technologies;
- assumption of unknown material liabilities or regulatory non-compliance issues;
- possible adverse short-term effects on our cash flows or operating results; and
- diversion of management's attention from the ongoing operations of our business.

Failure to manage these acquisition risks could have a material adverse effect on our results of operations, financial condition and cash flows. There can be no assurance that we will be able to consummate any acquisitions or expansions, successfully integrate acquired entities or assets, or generate positive cash flow at any acquired company or expansion project.

We may consider future acquisitions and may be unable to complete and finance future acquisitions on acceptable terms. In addition, we may fail to successfully integrate acquired assets or businesses we acquire or incorrectly predict operating results.

We may consider future acquisitions which could involve the payment by us of a substantial amount of cash, the incurrence of a substantial amount of debt or the issuance of a substantial amount of equity. In addition, we may not be able to obtain, on terms we find acceptable, sufficient financing or funding that may be required to fund any such acquisition or investment and related capital expenditures.

We cannot predict the effect, if any, that any announcement or consummation of an acquisition would have on the trading price of our common stock.

Any future acquisitions could present a number of risks, including:

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the risk of incorrect assumptions regarding the future results of acquired operations or assets or expected cost reductions or other synergies expected to be realized as a result of acquiring operations or assets;

Table of Contents

the risk of failing to integrate the operations or management of any acquired operations or assets successfully and timely; and

the risk of diversion of management's attention from existing operations or other priorities.

If we are unsuccessful in integrating our acquisitions in a timely and cost-effective manner, our financial condition and results of operations could be adversely affected.

Failure to retain or attract skilled workers could hurt our operations.

We require skilled personnel to operate and provide technical services and support for our rigs and liftboats. The shortages of qualified personnel or the inability to obtain and retain qualified personnel could negatively affect the quality and timeliness of our work. In periods of economic crisis or during a recession, we may have difficulty attracting and retaining our skilled workers as these workers may seek employment in less cyclical or volatile industries or employers. In periods of recovery or increasing activity, we may have to increase the wages of our skilled workers, which could negatively impact our operations and financial results.

Although our domestic employees are not covered by a collective bargaining agreement, the marine services industry has been targeted by maritime labor unions in an effort to organize U.S. Gulf of Mexico employees. A significant increase in the wages paid by competing employers or the unionization of our U.S. Gulf of Mexico employees could result in a reduction of our skilled labor force, increases in the wage rates that we must pay, or both. If either of these events were to occur, our capacity and profitability could be diminished and our growth potential could be impaired. Governmental laws and regulations, including those arising out of the Macondo well incident and those related to climate change and emissions of greenhouse gases, may add to our costs or limit drilling activity.

Our operations are affected in varying degrees by governmental laws and regulations. We are also subject to the jurisdiction of the Coast Guard, the National Transportation Safety Board, the Customs and Border Protection, the Department of Interior, the Bureau of Ocean Energy Management and the Bureau of Safety and Environmental Enforcement ("BSEE"), as well as private industry organizations such as the American Bureau of Shipping. New laws, regulations and requirements imposed after the Macondo well incident may delay our operations and cause us to incur additional expenses in order for our rigs and operations in the U.S. Gulf of Mexico to be compliant with these new laws, regulations and requirements. These new laws, regulations and requirements and other potential changes in laws and regulations applicable to the offshore drilling industry in the U.S. Gulf of Mexico may also prevent our customers from obtaining new drilling permits and approvals in a timely manner, if at all, which could materially adversely impact our business, financial position or results of operations. In addition, we may be required to make significant capital expenditures to comply with laws and the applicable regulations and standards of governmental authorities and organizations. Moreover, the cost of compliance could be higher than anticipated. For example, the BSEE has extended its regulatory enforcement reach to include contractors, which exposes contractors to potential fines, sanctions and penalties for violations of law arising in the BSEE's jurisdictional area. Similarly, our international operations are subject to compliance with the FCPA, certain international conventions and the laws, regulations and standards of other foreign countries in which we operate. It is also possible that existing and proposed governmental conventions, laws, regulations and standards, including those related to climate change and emissions of greenhouse gases, may in the future add significantly to our operating costs or limit our activities or the activities and levels of capital spending by our customers.

In addition to the laws, regulations and requirements implemented since the Macondo incident, the federal government has considered additional new laws, regulations and requirements, including those that would have imposed additional equipment requirements and that relate to the protection of the environment, which would be applicable to the offshore drilling industry in the U.S. Gulf of Mexico. The federal government may again consider implementing new laws, regulations and requirements. The implementation of new, more restrictive laws and regulations could lead to substantially increased potential liability and operating costs for us and our customers, which could cause our customers to discontinue or delay operating in the U.S. Gulf of Mexico and/or redeploy capital to international locations. These actions, if taken by any of our customers, could result in underutilization of our U.S. Gulf of Mexico assets and have an adverse impact on our revenue, profitability and financial position.

In addition, as our vessels age, the costs of drydocking the vessels in order to comply with governmental laws and regulations and to maintain their class certifications are expected to increase, which could adversely affect our



financial condition and results of operations.

Compliance with or a breach of environmental laws and regulations can be costly and could limit our operations. Our operations are subject to federal, state, local and foreign and/or international laws and regulations that require us to obtain and maintain specified permits or other governmental approvals, control the discharge of materials into the environment, require the removal and cleanup of materials that may harm the environment or otherwise relate to the protection of the

21

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Table of Contents

environment. Governmental entities such as the U.S. Environmental Protection Agency and analogous state agencies have the power to enforce compliance with these laws and regulations and the permits issued under them, often requiring difficult and costly actions. For example, as an operator of mobile offshore drilling units in navigable U.S. waters and some offshore areas, we may be liable for damages and costs incurred in connection with oil spills or other unauthorized discharges of chemicals or wastes resulting from those operations. Additionally, the BSEE has extended its regulatory enforcement reach to include contractors which exposes contractors to potential fines, sanctions and penalties for violations of law arising in the BSEE's jurisdictional area. Failure to comply with these laws and regulations may result in the assessment of administrative, civil and criminal penalties, the imposition of remedial obligations, and the issuance of injunctions restricting some or all of our activities in the affected areas. Laws and regulations protecting the environment have become more stringent in recent years, and may in some cases impose strict liability, rendering a person liable for environmental damage without regard to negligence or fault on the part of such person. Some of these laws and regulations may expose us to liability for the conduct of or conditions caused by others or for acts that were in compliance with all applicable laws at the time they were performed. The application of these requirements, the modification of existing laws or regulations or the adoption of new requirements, both in U.S. waters and internationally, could have a material adverse effect on our financial condition and results of operations. We may not be able to maintain or replace our rigs and liftboats as they age.

The capital associated with the repair and maintenance of our fleet increases with age. We may not be able to maintain our fleet by extending the economic life of existing rigs and liftboats, and our financial resources may not be sufficient to enable us to make expenditures necessary for these purposes or to acquire or build replacement units.

Our operating and maintenance costs with respect to our rigs include fixed costs that will not decline in proportion to decreases in dayrates.

We do not expect our operating and maintenance costs with respect to our rigs to necessarily fluctuate in proportion to changes in operating revenue. Operating revenue may fluctuate as a function of changes in dayrate, but costs for operating a rig are generally fixed or only semi-variable regardless of the dayrate being earned. Additionally, if our rigs incur idle time between contracts, we typically do not de-man those rigs because we will use the crew to prepare the rig for its next contract. During times of reduced activity, reductions in costs may not be immediate as portions of the crew may be required to prepare our rigs for stacking, after which time the crew members are assigned to active rigs or dismissed. Moreover, as our rigs are mobilized from one geographic location to another, including mobilizations to harsh environments where high specification rigs such as the Hercules Triumph and Hercules Resilience generally operate, the labor and other operating and maintenance costs can increase significantly. In general, labor costs increase primarily due to higher salary levels and inflation. Equipment maintenance expenses fluctuate depending upon the type of activity the unit is performing and the age and condition of the equipment. Contract preparation expenses vary based on the scope and length of contract preparation required and the duration of the firm contractual period over which such expenditures are amortized.

Upgrade, refurbishment and repair projects are subject to risks, including delays and cost overruns, which could have an adverse impact on our available cash resources and results of operations.

We make upgrade, refurbishment and repair expenditures for our fleet from time to time, including when we acquire units or when repairs or upgrades are required by law, in response to an inspection by a governmental authority or when a unit is damaged. We also regularly make certain upgrades or modifications to our drilling rigs to meet customer or contract specific requirements. Upgrade, refurbishment and repair projects are subject to the risks of delay or cost overruns inherent in any large construction project, including costs or delays resulting from the following:

- unexpectedly long delivery times for, or shortages of, key equipment, parts and materials;
- shortages of skilled labor and other shipyard personnel necessary to perform the work;
- unforeseen increases in the cost of equipment, labor and raw materials used for our rigs, particularly steel;
- unforeseen design and engineering problems;
- latent damages to or deterioration of hull, equipment and machinery in excess of engineering estimates and assumptions;
- unanticipated actual or purported change orders;
- work stoppages;

failure or delay of third-party service providers and labor disputes;  
disputes with shipyards and suppliers;  
delays and unexpected costs of incorporating parts and materials needed for the completion of projects;

## Table of Contents

• failure or delay in obtaining acceptance of the rig from our customer;  
• financial or other difficulties at shipyards, including shipyard incidents that could increase the cost and delay the timing of projects;  
• adverse weather conditions; and  
• inability or delay in obtaining customer acceptance or flag-state, classification society, certificate of inspection, or regulatory approvals.

Significant cost overruns or delays would adversely affect our financial condition and results of operations.

Additionally, capital expenditures for rig upgrade, reactivation and refurbishment projects could exceed our planned capital expenditures. Failure to complete an upgrade, reactivation, refurbishment or repair project on time may, in some circumstances, result in the delay, renegotiation or cancellation of a drilling or liftboat contract and could put at risk our planned arrangements to commence operations on schedule. We also could be exposed to penalties for failure to complete an upgrade, refurbishment or repair project and commence operations in a timely manner. Our rigs and liftboats undergoing upgrade, reactivation, refurbishment or repair generally do not earn a dayrate during the period they are out of service.

We are subject to litigation that could have an adverse effect on us.

We are from time to time involved in various litigation matters. The numerous operating hazards inherent in our business increase our exposure to litigation, including personal injury litigation brought against us by our employees that are injured operating our rigs and liftboats. These matters may include, among other things, contract dispute, personal injury, environmental, asbestos and other toxic tort, employment, tax and securities litigation, and litigation that arises in the ordinary course of our business. We have extensive litigation brought against us in federal and state courts located in Louisiana, Mississippi and South Texas, areas that were significantly impacted by hurricanes during the last several years and by the Macondo well blowout incident. The jury pools in these areas have become increasingly more hostile to defendants, particularly corporate defendants in the oil and gas industry. We cannot predict with certainty the outcome or effect of any claim or other litigation matter. Litigation may have an adverse effect on us because of potential negative outcomes, the costs associated with defending the lawsuits, the diversion of our management's resources and other factors.

Our operations present hazards and risks that require significant and continuous oversight, and we depend upon the security and reliability of our technologies, systems and networks in numerous locations where we conduct business. We continue to increase our dependence on digital technologies to conduct our operations, to collect monies from customers and to pay vendors and employees. In addition, we have outsourced certain information technology development, maintenance and support functions. As a result, we are exposed to cybersecurity risks at both our internal locations and outside vendor locations that could disrupt our operations for an extended period of time and result in the loss of critical data and in higher costs to correct and remedy the effects of such incidents, although no such material incidents have occurred to date. If our systems for protecting against information technology and cybersecurity risks prove to be insufficient, we could be adversely affected by having our business and financial systems compromised, our proprietary information altered, lost or stolen, or our business operations and safety procedures disrupted.

Changes in effective tax rates, taxation of our foreign subsidiaries, limitations on utilization of our net operating losses or adverse outcomes resulting from examination of our tax returns could adversely affect our operating results and financial results.

Our future effective tax rates could be adversely affected by changes in tax laws, both domestically and internationally. From time to time, Congress and foreign, state and local governments consider legislation that could increase our effective tax rates. We cannot determine whether, or in what form, legislation will ultimately be enacted or what the impact of any such legislation would be on our profitability. If these or other changes to tax laws are enacted, our profitability could be negatively impacted.

Our future effective tax rates could also be adversely affected by changes in the valuation of our deferred tax assets and liabilities, the ultimate repatriation of earnings from foreign subsidiaries to the United States, or by changes in tax treaties, regulations, accounting principles or interpretations thereof in one or more countries in which we operate. In addition, we are subject to the examination of our tax returns by the Internal Revenue Service and other tax authorities

where we file tax returns. We regularly assess the likelihood of adverse outcomes resulting from these examinations to determine the adequacy of our provision for taxes. There can be no assurance that any existing or future examinations by the Internal Revenue Service or other taxing authorities will not have an adverse effect on our operating results and financial condition.

Our liquidity depends upon cash on hand, cash from operations and availability under our revolving credit facility.

Our liquidity depends upon cash on hand, cash from operations and availability under our revolving credit facility.

The availability under the \$150.0 million revolving credit facility is to be used for working capital, capital expenditures and other

Table of Contents

general corporate purposes. Except under certain conditions, the revolving credit facility requires interest-only payments on a quarterly basis until the maturity date. No amounts were outstanding under the revolving credit facility as of December 31, 2013, although \$11.4 million in letters of credit had been issued under it. The remaining availability under the revolving credit facility is \$138.6 million at December 31, 2013.

We currently maintain a shelf registration statement covering the future issuance from time to time of various types of securities, including debt and equity securities. Although we currently believe we will have adequate liquidity to fund our operations for the foreseeable future, to the extent we do not generate sufficient cash from operations, we may need to raise additional funds through public or private debt or equity offerings to fund operations, and under the terms of our existing indebtedness, we may be required to use the proceeds of any capital that we raise to repay existing indebtedness. Furthermore, we may need to raise additional funds through public or private debt or equity offerings or asset sales to refinance our indebtedness, to fund capital expenditures or for general corporate purposes.

We are a holding company, and we are dependent upon cash flow from subsidiaries to meet our obligations.

We currently conduct our operations through, and most of our assets are owned by, both U.S. and foreign subsidiaries, and our operating income and cash flow are generated by our subsidiaries. As a result, cash we obtain from our subsidiaries is the principal source of funds necessary to meet our debt service obligations. Contractual provisions or laws, as well as our subsidiaries' financial condition and operating requirements, may limit our ability to obtain cash from our subsidiaries that we require to pay our debt service obligations. Applicable tax laws may also subject such payments to us by our subsidiaries to further taxation.

The inability to transfer cash from our subsidiaries may mean that, even though we may have sufficient resources on a consolidated basis to meet our obligations, we may not be permitted to make the necessary transfers from subsidiaries to the parent company in order to provide funds for the payment of the parent company's obligations.

We limit foreign ownership of our company, which may restrict investment in our common stock and could reduce the price of our common stock.

Our certificate of incorporation limits the percentage of outstanding common stock and other classes of capital stock that can be owned by non-United States citizens within the meaning of statutes relating to the ownership of U.S.-flagged vessels. Applying the statutory requirements applicable today, our certificate of incorporation provides that no more than 20% of our outstanding common stock may be owned by non-United States citizens and establishes mechanisms to maintain compliance with these requirements. These restrictions may have an adverse impact on the liquidity or market value of our common stock because holders may be unable to transfer our common stock to non-United States citizens. Any attempted or purported transfer of our common stock in violation of these restrictions will be ineffective to transfer such common stock or any voting, dividend or other rights in respect of such common stock.

Our certificate of incorporation also provides that any transfer, or attempted or purported transfer, of any shares of our capital stock that would result in the ownership or control of in excess of 20% of our outstanding capital stock by one or more persons who are not United States citizens for purposes of U.S. coastwise shipping will be void and ineffective as against us. In addition, if at any time persons other than United States citizens own shares of our capital stock or possess voting power over any shares of our capital stock in excess of 20%, we may withhold payment of dividends, suspend the voting rights attributable to such shares and redeem such shares.

We have no plans to pay regular dividends on our common stock, so investors in our common stock may not receive funds without selling their shares.

We do not intend to declare or pay regular dividends on our common stock in the foreseeable future. Instead, we generally intend to invest any future earnings in our business. Subject to Delaware law, our board of directors will determine the payment of future dividends on our common stock, if any, and the amount of any dividends in light of any applicable contractual restrictions limiting our ability to pay dividends, our earnings and cash flows, our capital requirements, our financial condition, and other factors our board of directors deems relevant. Our existing indebtedness restricts our ability to pay dividends or other distributions on our equity securities. Accordingly, stockholders may have to sell some or all of their common stock in order to generate cash flow from their investment. Stockholders may not receive a gain on their investment when they sell our common stock and may lose the entire amount of their investment.

Provisions in our charter documents or Delaware law may inhibit a takeover, which could adversely affect the value of our common stock.

Our certificate of incorporation, bylaws and Delaware corporate law contain provisions that could delay or prevent a change of control or changes in our management that a stockholder might consider favorable. These provisions will apply even if the offer may be considered beneficial by some of our stockholders. If a change of control or change in management is delayed or prevented, the market price of our common stock could decline.

Table of Contents

Item 1B. Unresolved Staff Comments

None.

Item 2. Properties

Our property consists primarily of jackup rigs, liftboats and ancillary equipment, substantially all of which we own. The majority of our vessels and substantially all of our other personal property, are pledged to collateralize our credit facility and 7.125% Senior Secured Notes.

We maintain offices, maintenance facilities, yard facilities, warehouses, waterfront docks as well as residential premises in various countries, including the United States, Nigeria, Singapore, Saudi Arabia, United Arab Emirates, India, Malaysia, Democratic Republic of Congo and Bahrain. Almost all of these properties are leased. Our leased principal executive offices are located in Houston, Texas.

We incorporate by reference in response to this item the information set forth in Item 1 of this annual report.

Item 3. Legal Proceedings

The Company is involved in various claims and lawsuits in the normal course of business. As of December 31, 2013, management did not believe any accruals were necessary in accordance with FASB ASC 450-20, Contingencies - Loss Contingencies.

Shareholder Derivative Suits

Say-on-Pay Litigation

In June 2011, two separate shareholder derivative actions were filed purportedly on our behalf in response to our failure to receive a majority advisory “say-on-pay” vote in favor of our 2010 executive compensation. On June 8, 2011, the first action was filed in the District Court of Harris County, Texas, and on June 23, 2011, the second action was filed in the United States Court for the District of Delaware. Subsequently, on July 21, 2011, the plaintiff in the Harris County action filed a concurrent action in the United States District Court for the Southern District of Texas. Each action named us as a nominal defendant and certain of our officers and directors, as well as our Compensation Committee’s consultant, as defendants. Plaintiffs allege that our directors breached their fiduciary duty by approving excessive executive compensation for 2010, that the Compensation Committee consultant aided and abetted that breach of fiduciary duty, that the officer defendants were unjustly enriched by receiving the allegedly excessive compensation, and that the directors violated the federal securities laws by disseminating a materially false and misleading proxy. The plaintiffs seek damages in an unspecified amount on our behalf from the officer and director defendants, certain corporate governance actions, and an award of their costs and attorney's fees. We and the other defendants have filed motions to dismiss these cases for failure to make demand upon our board and for failing to state a claim. On June 11, 2012, the plaintiff in the Harris County action voluntarily dismissed his action. On March 14, 2013, our and the other defendants' motions to dismiss the Delaware federal action were granted. The motions to dismiss the Texas federal action are pending.

We do not expect the ultimate outcome of the shareholder derivative lawsuit to have a material adverse effect on our consolidated results of operations, financial position or cash flows.

We and our subsidiaries are involved in a number of other lawsuits, all of which have arisen in the ordinary course of business. We do not believe that the ultimate liability, if any, resulting from any such other pending litigation will have a material adverse effect on our business or consolidated financial statements.

We cannot predict with certainty the outcome or effect of any of the litigation matters specifically described above or of any other pending litigation. There can be no assurance that our belief or expectations as to the outcome or effect of any lawsuit or other litigation matter will prove correct, and the eventual outcome of these matters could materially differ from our current estimates.

Item 4. Mine Safety Disclosures

Not applicable.





Table of Contents

## PART II

## Item 5. Market for Registrant's Common Equity, Related Stockholder Matters and Issuer Purchases of Equity Securities

## Quarterly Common Stock Prices and Dividend Policy

Our common stock is traded on the NASDAQ Global Select Market under the symbol "HERO." As of February 24, 2014, there were 114 stockholders of record. On February 24, 2014, the closing price of our common stock as reported by NASDAQ was \$4.73 per share. The following table sets forth, for the periods indicated, the range of high and low sales prices for our common stock:

	Price High	Low
2013		
Fourth Quarter	\$7.54	\$5.82
Third Quarter	7.96	6.61
Second Quarter	7.83	6.21
First Quarter	7.62	6.25
	Price High	Low
2012		
Fourth Quarter	\$6.30	\$4.36
Third Quarter	5.03	3.22
Second Quarter	5.25	2.91
First Quarter	5.57	3.77

We have not paid any cash dividends on our common stock since becoming a publicly held corporation in October 2005, and we do not intend to declare or pay regular dividends on our common stock in the foreseeable future. Instead, we generally intend to invest any future earnings in our business. Subject to Delaware law, our board of directors will determine the payment of future dividends on our common stock, if any, and the amount of any dividends in light of any applicable contractual restrictions limiting our ability to pay dividends, our earnings and cash flows, our capital requirements, our financial condition, and other factors our board of directors deems relevant. Our Credit Agreement as well as indentures governing the 8.75% Senior Notes, 7.5% Senior Notes, 7.125% Senior Secured Notes and 10.25% Senior Notes restrict our ability to pay dividends or other distributions on our equity securities.

## Issuer Purchases of Equity Securities

The following table sets forth for the periods indicated certain information with respect to our purchases of our common stock:

Period	Total Number of Shares Purchased (1)	Average Price Paid per Share	Total Number of Shares Purchased as Part of a Publicly Announced Plan (2)	Maximum Number of Shares That May Yet Be Purchased Under the Plan (2)
October 1 - 31, 2013	1,191	\$7.41	N/A	N/A
November 1 - 30, 2013	1,824	6.97	N/A	N/A
December 1 - 31, 2013	82	5.91	N/A	N/A
Total	3,097	7.11	N/A	N/A

- (1) Represents the surrender of shares of our common stock to satisfy tax withholding obligations in connection with the vesting of restricted stock issued to employees under our stockholder-approved long-term incentive plan.
- (2) We did not have at any time during 2013, 2012 or 2011, and currently do not have, a share repurchase program in place.

Table of Contents

## Item 6. Selected Financial Data

We have derived the following condensed consolidated financial information as of December 31, 2013 and 2012 and for the years ended December 31, 2013, 2012 and 2011 from our audited consolidated financial statements included in Item 8 of this report. The condensed consolidated financial information as of December 31, 2011, and for the year ended December 31, 2010 was derived from our audited consolidated financial statements included in Item 8 of our annual report on Form 10-K for the year ended December 31, 2012, as amended by our current report on Form 8-K filed on August 23, 2103. The condensed consolidated financial information as of December 31, 2010 and 2009 and for the year ended December 31, 2009 was derived from our accounting records as adjusted for discontinued operations and related asset transfers.

We were formed in July 2004 and commenced operations in August 2004. From our formation to December 31, 2013, we completed our (i) acquisition of the remaining 68% interest in Discovery Offshore S.A. ("Discovery") (52% on June 24, 2013 ("Acquisition Date")), and the remaining interest to reach 100% in the third quarter of 2013), which includes Hercules Triumph and Hercules Resilience; ii) acquisition of 20 jackup rigs and related assets, accounts receivable, accounts payable and certain contractual rights from Seahawk Drilling, Inc. and certain of its subsidiaries ("Seahawk") ("Seahawk Transaction") on April 27, 2011; iii) acquisition of TODCO and iv) acquisition of several other significant assets. Our financial results reflect the consolidation of Discovery's results as of the Acquisition Date, the impact of the Seahawk Transaction and various asset acquisitions from their respective dates of closing, which impacts the comparability of our historical financial results presented in the tables below.

In 2013 we closed on the sale of the majority of the Inland barges as well as our U.S. Gulf of Mexico Liftboats and related assets. The results of operations of the Inland segment and Domestic Liftboats segment are reflected in the Consolidated Statements of Operations for all periods presented as discontinued operations. The remaining assets of the Inland segment, which included spare equipment, one cold stacked barge and a barge that will be used as a training rig, have been transferred to the Domestic Offshore segment and the historical results of Domestic Offshore have been recast to include the operating results of these remaining assets. Additionally, in 2009 (4 vessels) and 2012 (1 vessel), we transferred certain assets from our Domestic Liftboats segment to our International Liftboats segment. The historical results generated by these assets that were previously reported in the Domestic Liftboats segment are reported in the International Liftboats segment.

The selected consolidated financial information below should be read together with "Management's Discussion and Analysis of Financial Condition and Results of Operations" in Item 7 of this annual report and our audited consolidated financial statements and related notes included in Item 8 of this annual report. In addition, the following information may not be deemed indicative of our future operations.

	Year Ended December 31, 2013 (a)	Year Ended December 31, 2012(b)	Year Ended December 31, 2011	Year Ended December 31, 2010(c)	Year Ended December 31, 2009(d)
	(In thousands, except per share data)				
Statement of Operations Data:					
Revenue	\$858,300	\$618,225	\$574,571	\$537,114	\$636,782
Operating Income (loss) attributable to Hercules Offshore, Inc.	51,471	(59,727)	(6,412)	(140,681)	(45,462)
Loss from continuing operations attributable to Hercules Offshore, Inc.	(26,770)	(121,000)	(54,750)	(126,018)	(56,125)
Loss per share from continuing operations attributable to Hercules Offshore, Inc.:					
Basic and Diluted	\$(0.17)	\$(0.79)	\$(0.42)	\$(1.10)	\$(0.58)
Balance Sheet Data (as of end of period):					
Cash and cash equivalents	\$198,406	\$259,193	\$134,351	\$136,666	\$140,828

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Working capital	227,291	217,184	174,598	182,276	144,813
Total assets	2,301,448	2,016,630	2,006,704	1,995,309	2,277,476
Long-term debt, net of current portion	1,210,676	798,013	818,146	853,166	856,755
Total equity	823,700	882,762	908,553	853,132	978,512
Cash dividends per share	—	—	—	—	—

(a) Includes \$114.2 million (\$114.2 million, net of taxes or \$0.72 per diluted share) in asset impairment charges. 2013 includes an \$11.5 million loss (\$11.5 million, net of taxes or \$0.07 per diluted share) on the sale of Hercules 170 and a \$31.6 million gain (\$31.6 million, net of taxes or \$0.20 per diluted share) for the Hercules 265 insurance settlement. In

Table of Contents

addition, 2013 includes a \$14.9 million gain (\$14.9 million, net of taxes or \$0.09 per diluted share) on equity investment, a \$29.3 million charge (\$29.3 million, net of taxes or \$0.18 per diluted share) related to the redemption of the 10.5% Senior Notes and issuance of the 7.5% Senior Notes and a \$37.7 million tax benefit (\$0.24 per diluted share) recognized related to the change in characterization of the Seahawk Acquisition for tax purposes from a purchase of assets to a reorganization.

(b) Includes \$108.2 million (\$82.7 million, net of taxes or \$0.54 per diluted share) in asset impairment charges. In addition, 2012 includes an \$18.4 million gain (\$11.9 million, net of taxes or \$0.08 per diluted share) on the sale of Platform Rig 3 as well as a \$27.3 million gain (\$17.7 million, net of taxes or \$0.12 per diluted share) for the Hercules 185 insurance settlement.

(c) Includes \$122.7 million (\$79.8 million, net of taxes or \$0.69 per diluted share) in impairment of property and equipment charges.

(d) Includes \$26.9 million (\$13.1 million, net of taxes or \$0.13 per diluted share) of asset impairment charges. In addition, 2009 includes \$31.6 million (\$20.5 million, net of taxes or \$0.21 per diluted share) related to an allowance for doubtful accounts receivable of approximately \$26.8 million, associated with a customer in our International Offshore segment, a non-cash charge of approximately \$7.3 million to fully impair the related deferred mobilization and contract preparation costs, partially offset by a \$2.5 million reduction in previously accrued contract related operating costs that were not expected to be settled if the receivable was not collected.

Year Ended December 31, 2013 (a)	Year Ended December 31, 2012	Year Ended December 31, 2011	Year Ended December 31, 2010	Year Ended December 31, 2009
(In thousands)				

## Other Financial Data:

Net cash provided by (used in):

Operating activities	\$182,470	\$68,363	\$52,025	\$24,420	\$137,861
Investing activities	(572,663)	(52,269)	(32,520)	(21,306)	(60,510)
Financing activities	329,406	108,748	(21,820)	(7,276)	(42,978)
Capital expenditures	544,987	138,605	55,222	37,058	91,787

(a) 2013 Capital expenditures includes a \$166.9 million final shipyard installment payment for each of Hercules Triumph and Hercules Resilience.

## Item 7. Management's Discussion and Analysis of Financial Condition and Results of Operations

The following discussion and analysis of our financial condition and results of operations should be read in conjunction with the accompanying consolidated financial statements as of December 31, 2013 and 2012, and for the years ended December 31, 2013, 2012 and 2011, included in Item 8 of this annual report. The following discussion and analysis contains forward-looking statements that involve risks and uncertainties. Our actual results may differ materially from those anticipated in these forward-looking statements as a result of certain factors, including those set forth under "Risk Factors" in Item 1A and elsewhere in this annual report. See "Forward-Looking Statements".

## OVERVIEW

We are a leading provider of shallow-water drilling and marine services to the oil and natural gas exploration and production industry globally. We provide these services to national oil and gas companies, major integrated energy companies and independent oil and natural gas operators. As of February 19, 2014, we owned a fleet of 38 jackup rigs, including Hercules Triumph (formerly Discovery Triumph) and Hercules Resilience (formerly Discovery Resilience), 19 liftboat vessels, as well as operated an additional five liftboat vessels owned by a third party. Our diverse fleet is capable of providing services such as oil and gas exploration and development drilling, well service, platform inspection, maintenance and decommissioning operations in several key shallow-water provinces around the world.

In November 2013, we entered into an agreement with Perisai Drilling Sdn Bhd ("Perisai") whereby we agreed to market, manage and operate two Pacific Class 400 design new-build jackup drilling rigs, Perisai Pacific 101 and

Perisai Pacific 102, each with a maximum water depth of 400 feet. The rigs are being constructed by PPL in Singapore and are expected to be delivered in the third quarter of 2014 and the second quarter of 2015, respectively.

## Table of Contents

### Business Combination and Asset Acquisitions

In March 2013, we acquired the offshore drilling rig Hercules 267 for \$55.0 million and signed a three-year rig commitment with Cabinda Gulf Oil Company Limited for use of this rig. The rig commenced work in November 2013.

In March 2013, we acquired the liftboat Bull Ray for \$42.0 million which commenced work in West Africa in March 2013.

On June 24, 2013 ("Acquisition Date"), we acquired an additional 52% interest in Discovery Offshore S.A. ("Discovery") by purchasing additional common stock to bring the total interest held to 84%. We began consolidating Discovery's results of operations as of the Acquisition Date. As of December 31, 2013, we held a 100% interest in Discovery as a result of additional purchases of shares of Discovery common stock subsequent to the Acquisition Date. As a result of this transaction, Hercules Triumph and Hercules Resilience are included in our International Offshore segment.

### Dispositions and Impairment

In December 2013, we sold Hercules 170 for gross proceeds of \$8.3 million and recorded a loss on the sale of \$11.5 million which is included in Operating Expenses on the Consolidated Statements of Operations for the year ended December 31, 2013.

During December 2013, we made the decision to remove the Hercules 153, Hercules 203, Hercules 206 and Hercules 250 from its marketable assets into its non-marketable assets as we do not reasonably expect to market these rigs in the foreseeable future. The decision resulted in an impairment charge of approximately \$114.2 million (\$114.2 million, net of tax), which is included in Asset Impairment on the Consolidated Statements of Operations for the year ended December 31, 2013, to write the rigs down to salvage value based on a third party estimate. The financial information for these rigs has been reported as part of the Domestic Offshore segment.

In May 2013, we entered into an agreement to sell eleven inland barge rigs, comprising the majority of the Inland segment fleet, and related assets for \$45 million, and in July 2013 we closed on the sale of these Inland assets.

Additionally, in August 2013, we sold the Hercules 27 inland barge for \$5.1 million. The remaining assets of the Inland segment, which included spare equipment, one cold stacked barge and a barge that will be used as a training rig, have been transferred to the Domestic Offshore segment. In the second quarter of 2013, we recorded an impairment charge of \$40.9 million (\$40.7 million, net of taxes) related to the sale of the Inland barges.

In June 2013, we entered into an agreement to sell our U.S. Gulf of Mexico Liftboats and related assets. As a result of this transaction, we recorded an impairment charge of \$3.5 million (\$3.5 million net of taxes). In July 2013, we closed on the sale of the liftboats and related assets and received proceeds of approximately \$54.4 million.

### Recast of Financial Information for Discontinued Operations

Due to the current period classification of the Domestic Liftboats and Inland segments as discontinued operations, we have recast the Company's historical information to reflect the results of operations of these two segments as discontinued operations for all periods presented. In addition, the historical results of Domestic Offshore have been recast to include the operating results of the remaining retained Inland assets. In 2012 we transferred a liftboat from our Domestic Liftboats segment to our International Liftboats segment. The historical results generated by this vessel that were previously reported in the Domestic Liftboats segment are reported in the International Liftboats segment. As a result of this transfer, the historical results of International Liftboats have also been recast to include the operating results of this asset that has not been discontinued.

### Segments

As of February 19, 2014, our business segments include the following:

Domestic Offshore — includes 28 jackup rigs in the U.S. Gulf of Mexico that can drill in maximum water depths ranging from 85 to 350 feet. Eighteen of the jackup rigs are either under contract or available for contracts and ten are cold stacked.

International Offshore — includes ten jackup rigs outside of the U.S. Gulf of Mexico. We have three jackup rigs contracted offshore in Saudi Arabia, two jackup rigs contracted offshore in India, one jackup rig contracted offshore in the Democratic Republic of Congo, one jackup rig contracted offshore in Angola and one jackup rig contracted offshore in Vietnam. In addition, we have one jackup rig cold stacked in Bahrain as well as one jackup rig cold



stacked in Malaysia.

International Liftboats — includes 24 liftboats. Twenty are operating or available for contracts offshore West Africa, including five liftboats owned by a third party, one is cold stacked offshore West Africa and three are operating or available for contracts in the Middle East region.

Our drilling rigs are used primarily for exploration and development drilling in shallow waters. Under most of our contracts, we are paid a fixed daily rental rate called a “dayrate,” and we are required to pay all costs associated with our own crews as well as the upkeep and insurance of the rig and equipment.

Table of Contents

Our liftboats are self-propelled, self-elevating vessels with a large open deck space, which provides a versatile, mobile and stable platform to support a broad range of offshore maintenance and construction services throughout the life of an oil or natural gas well. Under most of our liftboat contracts, we are paid a fixed dayrate for the rental of the vessel, which typically includes the costs of a small crew of five to ten employees, and we also receive a variable rate for reimbursement of other operating costs such as catering, fuel, rental equipment, crane overtime and other items.

Our revenue is affected primarily by dayrates, fleet utilization, the number and type of units in our fleet and mobilization fees received from our customers. Utilization and dayrates, in turn, are influenced principally by the demand for rig and liftboat services from the exploration and production sectors of the oil and natural gas industry. Our contracts in the U.S. Gulf of Mexico tend to be short-term in nature and are heavily influenced by changes in the supply of units relative to the fluctuating expenditures for both drilling and production activity. Most of our international drilling contracts and some of our international liftboat contracts are longer term in nature.

Our operating costs are primarily a function of fleet configuration and utilization levels. The most significant direct operating costs for our Domestic Offshore and International Offshore segments are wages paid to crews, maintenance and repairs to the rigs, and insurance. These costs do not vary significantly whether the rig is operating under contract or idle, unless we believe that the rig is unlikely to work for a prolonged period of time, in which case we may decide to “cold stack” or “warm stack” the rig. Cold stacking is a common term used to describe a rig that is expected to be idle for a protracted period and typically for which routine maintenance is suspended and the crews are either redeployed or laid-off. When a rig is cold stacked, operating expenses for the rig are significantly reduced because the crew is smaller and maintenance activities are suspended. Placing rigs in service that have been cold stacked typically requires a lengthy reactivation project that can involve significant expenditures and potentially additional regulatory review, particularly if the rig has been cold stacked for a long period of time. Warm stacking is a term used for a rig expected to be idle for a period of time that is not as prolonged as is the case with a cold stacked rig. Maintenance is continued for warm stacked rigs. Crews are reduced but a small crew is retained. Warm stacked rigs generally can be reactivated in three to four weeks.

The most significant costs for our International Liftboats segment are the wages paid to crews, maintenance and repairs to the vessels and the amortization of regulatory drydocking costs. Unlike our Domestic Offshore and International Offshore segments, a significant portion of the expenses incurred with operating each liftboat are paid for or reimbursed by the customer under contractual terms and prices. This includes catering, fuel, oil, rental equipment, crane overtime and other items. We record reimbursements from customers as revenue and the related expenses as operating costs. Our liftboats are required to undergo regulatory inspections every year and to be drydocked two times every five years; the drydocking expenses and length of time in drydock vary depending on the condition of the vessel.

#### Hercules 265 Incident and Settlement of Property Damage Insurance Claim

On July 23, 2013, our jackup drilling rig, Hercules 265, a 250' mat-supported cantilevered unit operating in the U.S. Gulf of Mexico Outer Continental Shelf lease block South Timbalier 220, experienced a well control incident. Natural gas flowing from the well ignited and spread to the rig. On July 25, 2013, the natural gas well apparently bridged over, and the flow of natural gas ceased and the well was thereafter secured by our customer. All 44 personnel aboard the jackup rig were safely evacuated with no reported injuries. The rig sustained substantial damage in the incident and our insurance underwriters determined that the rig was a constructive total loss. We received gross insurance proceeds of \$50.0 million, the rig's insured value, in December 2013 from insurance underwriters and recorded a net insurance gain of \$31.6 million after writing off the rig's net book value of \$18.4 million. The cause of the incident is unknown but is under investigation. We also have removal of wreck coverage up to a total amount of \$110.0 million. The deductible under our package policy, which includes physical damage and removal of wreck coverage, is \$5.0 million, but the deductible does not apply in the event the rig is a constructive total loss. In the event any pollution emanated from our rig or equipment as a result of the incident, our vessel pollution policy provides coverage, subject to deductibles and limitations. We and our insurance underwriters continue to negotiate the insurance recovery amounts for costs related to the salvage of the rig and certain other insured losses.

#### RESULTS OF OPERATIONS

Generally, domestic drilling industry conditions strengthened in 2013, as limited excess rig capacity and strong levels of demand led to an increase in dayrates for jackup rigs in the U.S. Gulf of Mexico. Utilization of our domestic rigs was generally strong throughout 2013, with downtime principally limited to our requirement to perform rig inspections, certifications and repairs, as well as other factors outside of our control, including weather-related downtime.

Our International Offshore segment benefited largely in 2013 from the commencement of operations of the Hercules 266 and Hercules Triumph. The 2013 period included an \$11.5 million loss on the sale of Hercules 170 while 2012 included asset impairment charges of \$82.7 million, partially offset by an \$18.4 million gain on the sale of Platform Rig 3 and the \$27.3 million insurance gain on Hercules 185.

Table of Contents

Our International Liftboat performance in 2013 remained relatively in line with 2012. The International Liftboats segment benefited from the addition of the Bull Ray, but those benefits were partially offset by an increase in labor costs. In addition, 2013 includes a \$2.6 million write down of the Croaker to fair market value.

Effective April 27, 2011, we completed our acquisition of 20 jackup rigs and related assets, accounts receivable, accounts payable and certain contractual rights from Seahawk Drilling, Inc. and certain of its subsidiaries ("Seahawk") ("Seahawk Transaction"). The results of the Seahawk Transaction are included in our results from the date of acquisition, which impacts the comparability of the 2012 period with the corresponding 2011 period.

Table of Contents

The following table sets forth financial information by operating segment and other selected information for the periods indicated:

	Year Ended December 31,		Change	% Change	
	2013	2012			
	(Dollars in thousands)				
Domestic Offshore:					
Number of rigs (as of end of period)	28	29			
Revenue	\$522,705	\$355,762	\$166,943	46.9	%
Operating expenses	232,166	236,485	(4,319)	(1.8)	)%
Asset impairment	114,168	25,502	88,666	n/m	
Depreciation and amortization expense	78,526	76,890	1,636	2.1	%
General and administrative expenses	7,643	8,130	(487)	(6.0)	)%
Operating income	\$90,202	\$8,755	\$81,447	n/m	
International Offshore:					
Number of rigs (as of end of period)	10	8			
Revenue	\$190,376	\$135,047	\$55,329	41.0	%
Operating expenses	145,650	66,144	79,506	120.2	%
Asset impairment	—	82,714	(82,714)	n/m	
Depreciation and amortization expense	51,759	45,577	6,182	13.6	%
General and administrative expenses	12,729	(183)	12,912	n/m	
Operating loss	\$(19,762)	\$(59,205)	\$39,443	(66.6)	)%
International Liftboats:					
Number of liftboats (as of end of period)	24	24			
Revenue	\$145,219	\$127,416	\$17,803	14.0	%
Operating expenses	83,516	67,467	16,049	23.8	%
Depreciation and amortization expense	18,627	17,213	1,414	8.2	%
General and administrative expenses	5,501	4,588	913	19.9	%
Operating income	\$37,575	\$38,148	\$(573)	(1.5)	)%
Total Company:					
Revenue	\$858,300	\$618,225	\$240,075	38.8	%
Operating expenses	461,332	370,096	91,236	24.7	%
Asset impairment	114,168	108,216	5,952	n/m	
Depreciation and amortization expense	151,943	142,329	9,614	6.8	%
General and administrative expenses	79,425	57,311	22,114	38.6	%
Operating income (loss)	51,432	(59,727)	111,159	n/m	
Interest expense	(73,248)	(72,734)	(514)	0.7	)%
Loss on extinguishment of debt	(29,295)	(9,156)	(20,139)	n/m	
Gain on equity investment	14,876	—	14,876	n/m	
Other, net	(1,518)	1,896	(3,414)	n/m	
Loss before income taxes	(37,753)	(139,721)	101,968	(73.0)	)%
Income tax benefit	10,944	18,721	(7,777)	(41.5)	)%
Loss from continuing operations	(26,809)	(121,000)	94,191	(77.8)	)%
Loss from discontinued operations, net of taxes	(41,308)	(6,004)	(35,304)	n/m	
Net loss	(68,117)	(127,004)	58,887	(46.4)	)%
Loss attributable to noncontrolling interest	39	—	39	n/m	
Net loss attributable to Hercules Offshore, Inc.	\$(68,078)	\$(127,004)	\$58,926	(46.4)	)%

"n/m" means not meaningful.



Table of Contents

The following table sets forth selected operational data by operating segment for the periods indicated:

Year Ended December 31, 2013

	Operating Days	Available Days	Utilization(1)	Average Revenue per Day(2)	Average Operating Expense per Day(3)
Domestic Offshore	5,930	6,649	89.2	% \$88,146	\$34,917
International Offshore	1,572	2,177	72.2	% 121,104	66,904
International Liftboats	5,900	8,336	70.8	% 24,613	10,019

Year Ended December 31, 2012

	Operating Days	Available Days	Utilization(1)	Average Revenue per Day(2)	Average Operating Expense per Day(3)
Domestic Offshore	5,760	6,588	87.4	% \$61,764	\$35,896
International Offshore	1,331	2,336	57.0	% 101,463	28,315
International Liftboats	5,383	7,670	70.2	% 23,670	8,796

Utilization is defined as the total number of days our rigs or liftboats, as applicable, were under contract, known as operating days, in the period as a percentage of the total number of available days in the period. Days during which our rigs and liftboats were undergoing major refurbishments, upgrades or construction, and days during which our rigs and liftboats are cold stacked, are not counted as available days. Days during which our liftboats are in the shipyard undergoing drydocking or inspection are considered available days for the purposes of calculating utilization.

(1) Average revenue per rig or liftboat per day is defined as revenue earned by our rigs or liftboats, as applicable, in the period divided by the total number of operating days for our rigs or liftboats, as applicable, in the period. Average operating expense per rig or liftboat per day is defined as operating expenses, excluding depreciation and amortization, incurred by our rigs or liftboats, as applicable, in the period divided by the total number of available days in the period. We use available days to calculate average operating expense per rig or liftboat per day rather than operating days, which are used to calculate average revenue per rig or liftboat per day, because we incur operating expenses on our rigs and liftboats even when they are not under contract and earning a dayrate. In addition, the operating expenses we incur on our rigs and liftboats per day when they are not under contract are typically lower than the per day expenses we incur when they are under contract.

2013 Compared to 2012

Revenue

Consolidated. The increase in consolidated revenue is described below.

Domestic Offshore. Revenue increased for our Domestic Offshore segment due to higher average dayrates as well as additional operating days in the Current Period as compared to the Comparable period, which contributed an increase of approximately \$152 million and \$15 million, respectively.

International Offshore. Revenue for our International Offshore segment increased due to the following:

\$37.8 million increase from Hercules 266 as it was acquired in March 2012 and commenced work in April 2013;

\$19.6 million increase from Hercules Triumph primarily due to the rig commencing work in November 2013;

\$14.3 million increase from Hercules 262 primarily due to it being in the shipyard preparing for a new contract a portion of the Comparable Period;

\$10.5 million increase from Hercules 261 primarily due to it being in the shipyard preparing for a new contract a portion of the Comparable Period;

\$13.0 million decrease from Hercules 185 primarily due to cash received from one international customer in the Comparable Period for which revenue criteria had not previously been met; and

\$11.6 million decrease from Platform Rig 3 as it was sold in August 2012.

International Liftboats. The increase in revenue from our International Liftboats segment resulted primarily from an increase in operating days, largely due to the addition of the Bull Ray, in the Current Period as compared to the Comparable



Table of Contents

Period which contributed to an increase of approximate \$13 million. Average revenue per vessel per day also increased in the Current Period as compared to the Comparable Period, contributing to an increase in revenue of approximately \$5 million.

Operating Expenses

Consolidated. The increase in consolidated operating expenses is described below.

Domestic Offshore. The decrease in operating expenses for our Domestic Offshore segment related primarily to the following:

- \$31.6 million gain on the Hercules 265 insurance settlement in the Current Period; partially offset by
- \$7.6 million incremental costs from Hercules 209 operating in 2013 after its reactivation;
- \$12.9 million increase in Labor costs in the Current Period as compared to the Comparable Period; and
- \$14.2 million of gains on asset sales in the Comparable Period.

International Offshore. The increase in operating expenses for our International Offshore segment is primarily due to the following:

- \$27.3 million gain on the Hercules 185 insurance settlement in the Comparable Period, partially offset by costs incurred in the Comparable Period associated with the additional damage the rig sustained during its return mobilization to Angola;
- \$18.4 million gain on the sale of Platform Rig 3 in the Comparable Period, partially offset by costs incurred in the Comparable Period;
- \$14.8 million increase from Hercules 266 as the rig began working in April 2013;
- \$11.5 million loss on the sale of Hercules 170 in the Current Period;
- \$8.1 million increase from Hercules Triumph primarily due to the rig commencing operations in November 2013;
- \$7.4 million increase from Hercules 262 primarily due to the rig being in the shipyard preparing for a new contract a portion of the Comparable Period;
- \$7.5 million increase from Hercules 260 in the Current Period as compared to the Comparable Period primarily due to repair costs related to its spud can damage; and
- \$4.8 million decrease from Hercules 258 as the rig was cold stacked in the fourth Quarter of 2012.

International Liftboats. The increase in operating expenses for our International Liftboats segment related primarily to the following:

- \$2.6 million increase related to the write down of the Croaker to fair market value in the Current Period;
- \$4.7 million increase due to the Bull Ray operating in the International Liftboats segment in the Current Period after its purchase in March 2013;
- \$5.3 million increase in labor costs in the Current Period as compared to the Comparable Period; and
- \$1.6 million insurance gain recognized on the loss of the Mako in the Comparable Period.

Asset Impairment

In the Current Period we recorded an asset impairment charge of \$114.2 million in our Domestic Offshore segment which includes the write-down of Hercules 153, Hercules 203, Hercules 206 and Hercules 250 to salvage value.

In the Comparable Period we recorded an asset impairment charge of \$82.7 million in our International Offshore segment which includes \$35.2 million related to the write-down of Hercules 258 to salvage value, \$42.9 million related to the write-down of Hercules 185 to salvage value and \$4.6 million related to the write off of unamortized deferred costs associated with the Hercules 185 contract. Additionally, Hercules 252, which was held for sale at September 30, 2012, was written down to its fair value less estimated cost to sell, resulting in an impairment charge of \$25.5 million in the Comparable Period to our Domestic Offshore segment.

Depreciation and Amortization

The increase in depreciation and amortization is largely due to the additional deprecation for the Hercules 266 and other capital projects, which contributed to increases of \$8.0 million and approximately \$17.1 million, respectively. These increases are partially offset by a reduction in depreciation of \$9.6 million primarily due to rigs sold.

Additionally, the Hercules 258 contributed to a \$2.5 million reduction in depreciation after its impairment in 2012.

General and Administrative Expenses

The increase in general and administrative expenses is primarily related to higher recoveries from one international customer of doubtful accounts receivable in the Comparable Period of \$8.8 million. Additionally, labor costs, primarily in

34

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Table of Contents

corporate, and professional fees, primarily in our International Offshore segment, increased \$7.7 million and \$2.1 million, respectively.

Interest Expense

Interest expense for the Current Period is essentially flat with the Comparable Period. Higher interest expense is offset by higher interest capitalization on upgrade and reactivation projects in addition to the Hercules Triumph and Hercules Resilience projects.

Loss on Extinguishment of Debt

During the fourth quarter of 2013, we redeemed \$300.0 million aggregate principal amount of our 10.5% Senior Notes and expensed \$17.3 million for the call premium, as well as wrote off \$4.2 million and \$4.8 million in unamortized debt issuance costs and unamortized discount associated with these notes. Additionally, we expensed \$3.0 million in bank fees related to the October 2013 refinancing of these notes with the Issuance of the 7.5% Senior Notes.

During the second quarter of 2012, we expensed \$6.4 million related to the April 2012 debt refinancing and wrote off \$1.4 million of unamortized debt issuance costs associated with the April 2012 termination of our prior term loan. Additionally, in May 2012, we repurchased a portion of our 3.375% Convertible Senior Notes, resulting in a loss of \$1.3 million.

Gain on Equity Investment

During the Current Period, we recognized a gain of \$14.9 million as a result of remeasuring our 32% equity interest in Discovery at its fair value as of the acquisition date of a controlling interest in Discovery in June 2013.

Other, net

The increase in other expense is primarily due to change in the fair value of the Discovery warrants as we recognized a loss of \$0.4 million in the Current Period compared to a gain of \$2.2 million in the Comparable Period.

Additionally, we recognized \$0.5 million of additional equity in losses from Discovery during the Current Period as compared to the Comparable Period.

Income Tax Benefit

During the Current Period we generated an income tax benefit from continuing operations of \$10.9 million, for an effective rate of 29.0%, compared to an income tax benefit from continuing operations of \$18.7 million, for an effective rate of 13.4%, during the Comparable Period. The increase is primarily related to the \$37.7 million tax benefit recorded in the Current Period related to the tax attributes received from the Seahawk Transaction net of a valuation allowance. This benefit is partially offset by \$28.4 million of tax expense related to additional valuation allowance recorded against US tax assets. Additionally, the variation is due to the tax effect of the mix of earnings (losses) from different jurisdictions.

Discontinued Operations

We had a loss from our discontinued Inland operations of \$37.0 million during the Current Period compared to a loss of \$8.1 million in the Comparable Period, primarily due to the \$40.9 million asset impairment charge in the Current Period to write down the assets to fair value less costs to sell, partially offset by the \$4.8 million gain on the sale of Hercules 27 in August 2013. We had a loss from our discontinued Domestic Liftboat operations of \$4.3 million during the Current Period compared to income of \$2.1 million in the Comparable Period primarily due to the \$3.5 million asset impairment charge in the Current Period to write down the assets to fair value less costs to sell.

Table of Contents

The following table sets forth financial information by operating segment and other selected information for the periods indicated:

	Year Ended December 31,		Change	% Change	
	2012	2011			
	(Dollars in thousands)				
Domestic Offshore:					
Number of rigs (as of end of period)	29	38			
Revenue	\$355,762	\$217,450	\$138,312	63.6	%
Operating expenses	236,485	183,375	53,110	29.0	%
Asset impairment	25,502	—	25,502	n/m	
Depreciation and amortization expense	76,890	73,901	2,989	4.0	%
General and administrative expenses	8,130	9,275	(1,145)	(12.3)	)%
Operating income (loss)	\$8,755	\$(49,101)	\$57,856	n/m	
International Offshore:					
Number of rigs (as of end of period)	8	9			
Revenue	\$135,047	\$237,047	\$(102,000)	(43.0)	)%
Operating expenses	66,144	134,439	(68,295)	(50.8)	)%
Asset impairment	82,714	—	82,714	n/m	
Depreciation and amortization expense	45,577	52,278	(6,701)	(12.8)	)%
General and administrative expenses	(183)	(7,512)	7,329	n/m	
Operating income (loss)	\$(59,205)	\$57,842	\$(117,047)	n/m	
International Liftboats:					
Number of liftboats (as of end of period)	24	25			
Revenue	\$127,416	\$120,074	\$7,342	6.1	%
Operating expenses	67,467	60,066	7,401	12.3	%
Depreciation and amortization expense	17,213	20,693	(3,480)	(16.8)	)%
General and administrative expenses	4,588	7,166	(2,578)	(36.0)	)%
Operating income	\$38,148	\$32,149	\$5,999	18.7	%
Total Company:					
Revenue	\$618,225	\$574,571	\$43,654	7.6	%
Operating expenses	370,096	377,880	(7,784)	(2.1)	)%
Asset impairment	108,216	—	108,216	n/m	
Depreciation and amortization expense	142,329	149,477	(7,148)	(4.8)	)%
General and administrative expenses	57,311	53,626	3,685	6.9	%
Operating loss	(59,727)	(6,412)	(53,315)	n/m	
Interest expense	(72,734)	(72,086)	(648)	0.9	%
Loss on extinguishment of debt	(9,156)	—	(9,156)	n/m	
Other, net	1,896	(3,934)	5,830	n/m	
Loss before income taxes	(139,721)	(82,432)	(57,289)	69.5	%
Income tax benefit	18,721	27,682	(8,961)	(32.4)	)%
Loss from continuing operations	(121,000)	(54,750)	(66,250)	121.0	%
Loss from discontinued operations, net of taxes	(6,004)	(21,378)	15,374	(71.9)	)%
Net loss	(127,004)	(76,128)	(50,876)	66.8	%
Loss attributable to noncontrolling interest	—	—	—	n/m	
Net loss attributable to Hercules Offshore, Inc.	\$(127,004)	\$(76,128)	\$(50,876)	66.8	%

"n/m" means not meaningful.



Table of Contents

The following table sets forth selected operational data by operating segment for the periods indicated:

	Year Ended December 31, 2012					
	Operating Days	Available Days	Utilization	Average Revenue per Day	Average Operating Expense per Day	
Domestic Offshore	5,760	6,588	87.4	% \$61,764	\$35,896	
International Offshore	1,331	2,336	57.0	% 101,463	28,315	
International Liftboats	5,383	7,670	70.2	% 23,670	8,796	
	Year Ended December 31, 2011					
	Operating Days	Available Days	Utilization	Average Revenue per Day	Average Operating Expense per Day	
Domestic Offshore	4,494	5,755	78.1	% \$48,387	\$31,864	
International Offshore	2,131	2,828	75.4	% 111,237	47,539	
International Liftboats	5,486	8,760	62.6	% 21,887	6,857	

#### 2012 Compared to 2011 Revenue

Consolidated. The increase in consolidated revenue is described below.

Domestic Offshore. The rigs acquired from Seahawk contributed to \$72 million of the increase in revenue from our Domestic Offshore segment. The remaining increase was due to increased operating days and average dayrates for the legacy Hercules rigs during 2012 as compared to 2011, which contributed to an increase in revenue of approximately \$34 million and \$32 million, respectively.

International Offshore. Revenue for our International Offshore segment decreased due to the following:

\$34.4 million decrease from Hercules 258 as it did not operate during most of 2012;

\$21.8 million decrease from Hercules 262 as it was in the shipyard preparing for a new contract a portion of 2012 which contributed to an approximate \$11 million decrease and it operated at a lower average dayrate which contributed to an approximate \$13 million decrease, net of other miscellaneous items;

\$21.6 million decrease from Hercules 261 as it was in the shipyard preparing for a new contract a portion of 2012 which contributed to an approximate \$10 million decrease and it operated at a lower average dayrate which contributed to an approximate \$13 million decrease, net of other miscellaneous items;

\$16.1 million decrease from Hercules 208 as it was preparing for a new contract in Indonesia during the first quarter of 2012 which contributed to an approximate \$8 million decrease and it operated at a lower average dayrate which contributed to an approximate \$11 million decrease, offset partially by additional days worked in the fourth quarter of 2012 which contributed to an approximate \$3 million increase;

\$5.2 million decrease from Platform Rig 3 as it was sold in August 2012; and

\$5.1 million decrease from Hercules 260 of which an approximate \$11 million decrease related to it operating at a lower dayrate in 2012 than in 2011 and not providing marine package services as were provided under the contract in 2011 and an approximate \$5 million increase related to an increase in operating days in 2012 as compared to 2011.

International Liftboats. The increase in revenue from our International Liftboats segment resulted from an increase in average revenue per liftboat per day in 2012 as compared to 2011 contributing to an approximate \$10 million increase in revenue. This increase was partially offset by a decrease in operating days in 2012 as compared to 2011 which contributed to an approximate \$2 million decrease in revenue.

#### Operating Expenses

Consolidated. The decrease in consolidated operating expenses is described below.



Table of Contents

Domestic Offshore. The rigs acquired from Seahawk contributed to a \$39 million increase in operating expenses for our Domestic Offshore segment. The remaining increase in operating expenses was due to an increase in labor costs of \$15.2 million in 2012 as compared to 2011 as well as gains on asset sales in 2011. These increases were partially offset by an \$8.0 million decrease in costs associated with workers' compensation.

International Offshore. Platform Rig 3 contributed a \$29.1 million decrease to operating expenses in 2012 as compared to 2011. This decrease was primarily due to the gain on sale of the rig during 2012 of \$18.4 million as well as approximately \$8 million of costs incurred in 2011 for the permanent importation of the rig. Hercules 185 contributed a \$29.6 million decrease in operating expenses primarily due to a gain on insurance settlement of \$27.3 million in 2012. Hercules 258 contributed a \$12.8 million decrease in operating expenses primarily due to the rig not operating during most of 2012.

International Liftboats. The increase in operating expenses for our International Liftboats segment related primarily to \$1.3 million of incremental costs associated with the mobilization of the Kingfish to the Middle East, \$1.1 million of incremental costs associated with the Whaleshark repairs as well as an increase in labor and burden, equipment rentals, catering and workers' compensation costs of \$2.1 million, \$1.0 million, \$1.0 million and \$1.0 million, respectively, in 2012 as compared to 2011. Partially offsetting these increases is a \$1.6 million gain recognized on the loss of the Mako recovered from insurance underwriters in excess of the net book value in 2012.

Asset Impairment

We recorded an asset impairment charge of \$82.7 million in our International Offshore segment which includes \$35.2 million related to the write-down of Hercules 258 to salvage value, \$42.9 million related to the write-down of Hercules 185 to salvage value and \$4.6 million related to the write off of unamortized deferred costs associated with the Hercules 185 contract. Additionally, Hercules 252, which was held for sale at September 30, 2012, was written down to its fair value less estimated cost to sell, resulting in an impairment charge of \$25.5 million in 2012 to our Domestic Offshore segment.

Depreciation and Amortization

The decrease in depreciation and amortization is primarily due to the asset impairment charge recorded in the second quarter of 2012 to write-down Hercules 185 to salvage value, which contributed to a \$3.9 million decrease in depreciation. Depreciation decreased in 2012 as compared to 2011 by approximately \$1.9 million due to various assets sold. Additionally, amortization of drydock expenditures decreased \$3.3 million in 2012 as compared to 2011. These decreases were partially offset by the additional depreciation in 2012 as compared to 2011 from the addition of the rigs acquired from Seahawk in April 2011.

General and Administrative Expenses

The increase in general and administrative expenses is primarily related to higher recoveries of doubtful accounts receivable in 2011 as compared to 2012. Additionally, labor costs increased \$5.1 million in 2012 as compared to 2011. Partially offsetting this increase, we had a decrease in legal and professional service fees of \$7.5 million in 2012 as compared to 2011.

Loss on Extinguishment of Debt

During the second quarter of 2012, we expensed \$6.4 million related to the April 2012 debt refinancing and wrote off \$1.4 million of unamortized debt issuance costs associated with the April 2012 termination of our prior term loan. Additionally, in May 2012, we repurchased a portion of our 3.375% Convertible Senior Notes, resulting in a loss of \$1.3 million.

Other Income (Expense), net

The increase in other income is primarily due to the gain recognized in 2012 for the change in the fair value of our warrants issued from Discovery Offshore as compared to a loss on the warrants in 2011.

Income Tax Benefit

During 2012 we generated an income tax benefit from continuing operations of \$18.7 million, for an effective rate of 13.4%, compared to an income tax benefit from continuing operations of \$27.7 million, for an effective rate of 33.6%, during 2011. The decline in our effective rate related primarily to the profitability of certain entities in our offshore structure, as we do not provide a U.S. tax provision/benefit for income/losses that are generated in this structure generally until funds are repatriated to the U.S. via capital transactions. During 2012 we generated \$44.7 million of



losses in our offshore structure, primarily related to the impairment of Hercules 258, which had no associated tax benefit recorded in 2012.

38

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Table of Contents

## Discontinued Operations

During 2012, loss from discontinued operations, net of taxes was \$6.0 million compared with \$21.4 million in 2011. The 2011 period included a loss of \$13.4 million, \$8.2 million net of tax, from the Delta Towing sale in May 2011. The Inland segment had a loss from discontinued operations, net of taxes of \$8.1 million compared to \$7.1 million in 2011 primarily due to incremental accrued sales and use tax expense of \$2.3 million, related to several multi-year sales and use tax audits, as well as an increase in workers' compensation expense of \$2.3 million in 2012 as compared to 2011. These increases on Inland were partially offset by lower equipment rental expense of \$0.9 million in 2012 as compared to 2011 as well as gains on asset sales of \$1.2 million in 2012. Income from discontinued operations, net of taxes of the Domestic Liftboats segment was \$2.1 million for 2012 compared with a loss from discontinued operations, net of taxes of \$4.6 million during 2011 as a result of an increase in revenue driven by higher average revenue per liftboat per day in 2012 as compared to 2011. Additionally, Domestic Liftboats recognized a gain of \$1.8 million in 2012 on the loss of the Starfish recovered from insurance underwriters.

## Non-GAAP Financial Measures

Regulation G, General Rules Regarding Disclosure of Non-GAAP Financial Measures and other SEC regulations define and prescribe the conditions for use of certain Non-Generally Accepted Accounting Principles ("Non-GAAP") financial measures. We use various Non-GAAP financial measures such as adjusted operating income (loss), adjusted income (loss) from continuing operations, adjusted diluted earnings (loss) per share from continuing operations, EBITDA and Adjusted EBITDA. EBITDA is defined as net income plus interest expense, income taxes, depreciation and amortization. We believe that in addition to GAAP based financial information, Non-GAAP amounts are meaningful disclosures for the following reasons: i) each are components of the measures used by our board of directors and management team to evaluate and analyze our operating performance and historical trends, ii) each are components of the measures used by our management team to make day-to-day operating decisions, iii) under certain scenarios the Credit Agreement requires us to maintain compliance with a maximum secured leverage ratio, which contains Non-GAAP adjustments as components, iv) each are components of the measures used by our management to facilitate internal comparisons to competitors' results and the shallow-water drilling and marine services industry in general, v) results excluding certain costs and expenses provide useful information for the understanding of the ongoing operations without the impact of significant special items, and vi) the payment of certain bonuses to members of our management is contingent upon, among other things, the satisfaction by the Company of financial targets, which may contain Non-GAAP measures as components. We acknowledge that there are limitations when using Non-GAAP measures. The measures below are not recognized terms under GAAP and do not purport to be an alternative to net income as a measure of operating performance or to cash flows from operating activities as a measure of liquidity. EBITDA and Adjusted EBITDA are not intended to be a measure of free cash flow for management's discretionary use, as it does not consider certain cash requirements such as tax payments and debt service requirements. Because all companies do not use identical calculations, the amounts below may not be comparable to other similarly titled measures of other companies.

The following tables present a reconciliation of the GAAP financial measures to the corresponding adjusted financial measures (in thousands, except per share amounts):

	For the Years Ended December 31,		
	2013	2012	2011
Operating Income (Loss) attributable to Hercules Offshore, Inc.	\$51,471	\$(59,727)	\$(6,412)
Adjustments:			
Asset impairment	114,168	108,216	—
Gain on Hercules 265 insurance settlement	(31,600)	—	—
Loss on sale of Hercules 170	11,498	—	—
Gain on sale of Platform Rig 3	—	(18,350)	—
Gain on Hercules 185 insurance settlement	—	(27,268)	—
Total adjustments	94,066	62,598	—
Adjusted Operating Income (Loss)	\$145,537	\$2,871	\$(6,412)



Table of Contents

	For the Years Ended December 31,		
	2013	2012	2011
Loss from Continuing Operations attributable to Hercules Offshore, Inc.	\$ (26,770	) \$ (121,000	) \$ (54,750 )
Adjustments:			
Asset impairment	114,168	108,216	—
Gain on Hercules 265 insurance settlement	(31,600	) —	—
Loss on sale of Hercules 170	11,498	—	—
Gain on sale of Platform Rig 3	—	(18,350	) —
Gain on Hercules 185 insurance settlement	—	(27,268	) —
Loss on extinguishment of debt	29,295	9,156	—
Gain on equity investment	(14,876	) —	—
Tax benefit (a)	(37,729	) —	—
Tax impact of adjustments	—	(12,796	) —
Total adjustments	70,756	58,958	—
Adjusted Income (Loss) from Continuing Operations	\$43,986	\$ (62,042	) \$ (54,750 )
Diluted Loss per Share from Continuing Operations	\$ (0.17	) \$ (0.79	) \$ (0.42 )
Adjustments:			
Asset impairment	0.71	0.70	—
Gain on Hercules 265 insurance settlement	(0.20	) —	—
Loss on sale of Hercules 170	0.07	—	—
Gain on sale of Platform Rig 3	—	(0.12	) —
Gain on Hercules 185 insurance settlement	—	(0.18	) —
Loss on extinguishment of debt	0.18	0.06	—
Gain on equity investment	(0.09	) —	—
Tax benefit (a)	(0.23	) —	—
Tax impact of adjustments	—	(0.07	) —
Total adjustments	0.44	0.39	—
Adjusted Diluted Earnings (Loss) per Share from Continuing Operations	\$0.27	\$ (0.40	) \$ (0.42 )
Loss from Continuing Operations attributable to Hercules Offshore, Inc.	\$ (26,770	) \$ (121,000	) \$ (54,750 )
Interest expense	73,248	72,734	72,086
Income tax benefit	(10,944	) (18,721	) (27,682 )
Depreciation and amortization	151,943	142,329	149,477
EBITDA	187,477	75,342	139,131
Adjustments:			
Asset impairment	114,168	108,216	—
Gain on Hercules 265 insurance settlement	(31,600	) —	—
Loss on sale of Hercules 170	11,498	—	—
Gain on sale of Platform Rig 3	—	(18,350	) —
Gain on Hercules 185 insurance settlement	—	(27,268	) —
Loss on extinguishment of debt	29,295	9,156	—
Gain on equity investment	(14,876	) —	—
Total adjustments	108,485	71,754	—
Adjusted EBITDA	\$295,962	\$147,096	\$139,131

(a) Tax benefit recognized of \$37.7 million related to the change in characterization of the Seahawk acquisition for tax purposes from a purchase of assets to a reorganization.

40

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## Table of Contents

### Critical Accounting Policies

Critical accounting policies are those that are important to our results of operations, financial condition and cash flows and require management's most difficult, subjective or complex judgments. Different amounts would be reported under alternative assumptions. We have evaluated the accounting policies used in the preparation of the consolidated financial statements and related notes appearing elsewhere in this annual report. We apply those accounting policies that we believe best reflect the underlying business and economic events, consistent with accounting principles generally accepted in the United States. We believe that our policies are generally consistent with those used by other companies in our industry. We base our estimates on historical experience and on various other assumptions that are believed to be reasonable under the circumstances, the results of which form the basis for making judgments about the carrying values of assets and liabilities that are not readily apparent from other sources. Actual results could differ from those estimates.

We periodically update the estimates used in the preparation of the financial statements based on our latest assessment of the current and projected business and general economic environment. Projected business and general economic environment are impacted by prices for crude oil and natural gas, which can at times be volatile. To the extent prices decline, coupled with the severity and duration of such decline, this may adversely impact the business of our customers, and in turn our business. This could result in changes to estimates used in preparing our financial statements, including the assessment of certain of our assets for impairment.

Our significant accounting policies are summarized in Note 2 to our consolidated financial statements. We believe that our more critical accounting policies include those related to business combinations, property and equipment, revenue recognition, income taxes, stock-based compensation and accrued self-insurance reserves. Inherent in such policies are certain key assumptions and estimates.

### Business Combinations

#### Discovery Offshore

On June 24, 2013, we acquired an additional 52% interest in Discovery by purchasing additional common stock to bring the total interest held to 84% for cash consideration, net of cash acquired of \$77.7 million. We began consolidating Discovery's results of operations as of the Acquisition Date. As of December 31, 2013, we held a 100% interest in Discovery as a result of additional purchases of shares of Discovery common stock subsequent to the Acquisition Date at 15 Norwegian Kroner ("NOK") per share (USD \$26.3 million in total).

The acquisition date fair value of our previously held equity interest in Discovery Offshore was \$52.0 million. We recognized a \$14.9 million gain as a result of remeasuring the 32% equity interest in Discovery at its fair value in accordance with Accounting Standards Codification ("ASC") Topic 805, Business Combinations. This gain is included in Gain on Equity Investment on the Consolidated Statements of Operations for the year ended December 31, 2013.

We accounted for this transaction as a business combination.

#### Seahawk

We accounted for the Seahawk Transaction as a business combination. Our financial statements were historically prepared assuming this transaction should be treated as a purchase of assets for tax purposes. Seahawk is in a Chapter 11 proceeding in the U.S. Bankruptcy Court. In February 2013, at the direction of the Court, Seahawk made certain distributions to its equity holders. These distributions, taken together with other aspects of the acquisition, changed the tax treatment and caused the Seahawk Transaction to be characterized as a reorganization pursuant to IRC §368(a)(1)(G). Therefore, we recorded a carryover basis in the Seahawk assets and other tax attributes. Because of the ownership change certain of these carryovers may be subject to specific, and in some cases an annual, limitation on their utilization. We recognized a valuation allowance as appropriate. These carryover attributes recognized include net operating losses of \$186.7 million, tax credits of \$17.1 million, and tax basis in assets of \$70.0 million. We recorded deferred tax assets, net of valuation allowance, of approximately \$37.7 million in the first quarter 2013. There can be no assurance that these deferred tax assets will be realized.

### Property and Equipment

Depreciation is computed using the straight-line method, after allowing for salvage value where applicable, over the useful life of the asset, which ranges from 10 to 30 years for our rigs and liftboats. We review our property and

equipment for potential impairment when events or changes in circumstances indicate that the carrying value of such assets may not be recoverable or when reclassifications are made between property and equipment and assets held for sale. Factors that might indicate a potential impairment may include, but are not limited to, significant decreases in the market value of the long-lived asset, a significant change in the long-lived asset's physical condition, a change in industry conditions or a substantial reduction in cash flows associated with the use of the long-lived asset. For property and equipment held for use, the determination of recoverability is made based on the estimated undiscounted future net cash flows of the related asset or group of assets being

## Table of Contents

reviewed. Any actual impairment charges are recorded using an estimate of discounted future cash flows. This evaluation requires us to make judgments regarding long-term forecasts of future revenue and costs. In turn these forecasts are uncertain in that they require assumptions about demand for our services, future market conditions and technological developments. Significant and unanticipated changes to these assumptions could require a provision for impairment in a future period. Given the nature of these evaluations and their application to specific asset groups and specific times, it is not possible to reasonably quantify the impact of changes in these assumptions.

Supply and demand are the key drivers of rig and vessel utilization and our ability to contract our rigs and vessels at economical rates. During periods of an oversupply, it is not uncommon for us to have rigs or vessels idled for extended periods of time, which could indicate that an asset group may be impaired. Our rigs and vessels are mobile units, equipped to operate in geographic regions throughout the world and, consequently, we may move rigs and vessels from an oversupplied region to one that is more lucrative and undersupplied when it is economical to do so. As such, our rigs and vessels are considered to be interchangeable within classes or asset groups and accordingly, we perform our impairment evaluation by asset group.

Our estimates, assumptions and judgments used in the application of our property and equipment accounting policies reflect both historical experience and expectations regarding future industry conditions and operations. Using different estimates, assumptions and judgments, especially those involving the useful lives and salvage values of our rigs and liftboats and expectations regarding future industry conditions and operations, would result in different carrying values of assets and results of operations. For example, a prolonged downturn in the drilling industry in which utilization and dayrates were significantly reduced could result in an impairment of the carrying value of our assets. Useful lives of rigs and vessels are difficult to estimate due to a variety of factors, including technological advances that impact the methods or cost of oil and gas exploration and development, changes in market or economic conditions and changes in laws or regulations affecting the drilling industry. We evaluate the remaining useful lives of our rigs and vessels when certain events occur that directly impact our assessment of the remaining useful lives of the rigs and vessels and include changes in operating condition, functional capability and market and economic factors. We also consider major capital upgrades required to perform certain contracts and the long-term impact of those upgrades on the future marketability when assessing the useful lives and salvage values of individual rigs and vessels.

When analyzing our assets for impairment, we separate our marketable assets, those assets that are actively marketed and can be warm stacked or cold stacked for short periods of time depending on market conditions, from our non-marketable assets, those assets that have been cold stacked for an extended period of time or those assets that we currently do not reasonably expect to market in the foreseeable future.

### Revenue Recognition

Revenue generated from our contracts is recognized as services are performed, as long as collectability is reasonably assured. For certain contracts, we may receive lump-sum fees for the mobilization of equipment and personnel. Mobilization fees received and costs incurred to mobilize a rig from one location to another are recognized as drilling services are performed over the term of the related drilling contract. For certain contracts, we may receive fees from our customers for capital improvements to our rigs. Such fees are deferred and recognized as services are performed over the term of the related contract. We capitalize such capital improvements and depreciate them over the useful life of the asset. Certain of our contracts also allow us to recover additional direct costs, such as demobilization costs, additional labor and additional catering costs and under most of our liftboat contracts, we receive a variable rate for reimbursement of costs such as catering, fuel, oil, rental equipment, crane overtime and other items. Revenue for the recovery or reimbursement of these costs is recognized when the costs are incurred.

### Accrued Self-Insurance Reserves

We are self-insured up to certain retention limits for maritime employer's liability claims and protection and indemnity claims. The amounts in excess of the self-insured levels are fully insured, up to a limit. Self-insurance reserves are based on estimates of (i) claims reported and (ii) loss amounts incurred but not reported. Reserves for reported claims are estimated by our internal risk department by evaluating the facts and circumstances of each claim and are adjusted from time to time based upon the status of each claim and our historical experience with similar claims. Reserves for loss amounts incurred but not reported are estimated by our third-party actuary and include provisions for expected development on claims reported due to information not yet received and expected development on claims to be



reported in the future but which have occurred prior to the accounting date. As of December 31, 2013 and 2012, there was \$25.8 million and \$27.9 million in Accrued Self-Insurance Reserves, respectively, which is included in Accrued Liabilities on the Consolidated Balance Sheets. The actual outcome of any claim could differ significantly from estimated amounts.

Table of Contents

## Income Taxes

Our net income tax expense or benefit is determined based on the mix of domestic and international pre-tax earnings or losses, respectively, as well as the tax jurisdictions in which we operate. We operate in multiple countries through various legal entities. As a result, we are subject to numerous domestic and foreign tax jurisdictions and are taxed on various bases: income before tax, deemed profits (which is generally determined using a percentage of revenue rather than profits), and withholding taxes based on revenue. The calculation of our tax liabilities involves consideration of uncertainties in the application and interpretation of complex tax regulations in our operating jurisdictions. Changes in tax laws, regulations, agreements and treaties, or our level of operations or profitability in each taxing jurisdiction could have an impact upon the amount of income taxes that we provide during any given year.

## Stock-Based Compensation

We recognize compensation cost for all share-based payments awarded in accordance with Financial Accounting Standards Board (“FASB”) Accounting Standards Codification (“ASC”) 718, Compensation — Stock Compensation (“ASC 718”) and in accordance with such we record the grant date fair value of stock options and time-based restricted stock awarded as compensation expense using a straight-line method over the requisite service period. Performance based awards are recognized using the accelerated method over the requisite service period. We estimated the fair value of the options granted using the Trinomial Lattice option pricing model using the following assumptions: expected dividend yield, expected stock price volatility, risk-free interest rate and employee exercise patterns (expected life of the options). The fair value of our time-based restricted stock and performance based grants that are share settled is based on the closing price of our common stock on the date of grant. For those performance based grants that contain a market performance condition, the Monte Carlo simulation is used for valuation as of the date of grant. All of our cash settled awards are recorded as a liability at fair value, which is remeasured at the end of each reporting period, over the requisite service period. Our cash settled liability awards that contain market performance conditions are valued using a Monte Carlo simulation, while the service based liability retention award was valued based on the lesser of the average price of our common stock for the 90 days prior to the end of the quarter or date of vesting and \$10.00. We also estimate future forfeitures and related tax effects. Our estimate of compensation expense requires a number of assumptions and changes to those assumptions could result in different valuations for individual share awards.

Our estimate of future expense relating to restricted stock and liability-based awards granted through December 31, 2013 as well as the remaining vesting period over which the associated expense is to be recognized is presented in the table below; however, due to the uncertainty in the level of awards to be granted in the future as well as changes in the fair value of liability-based awards, these amounts are estimates and subject to change.

	December 31, 2013	
	Unrecognized Compensation Expense	Weighted Average Remaining Term
	(in thousands)	(in years)
Time-based Restricted Stock Awards	5,068	1.0
Objective-based Awards (share settled)	4,832	1.2
Objective-based Awards (cash settled)	560	1.0

## OUTLOOK

## Offshore

Demand for our oilfield services is driven by our exploration and production customers' capital spending, which can experience significant fluctuations depending on current commodity prices and their expectations of future price levels, among other factors.

Drilling activity levels in the shallow-water U.S. Gulf of Mexico are dependent on crude oil and natural gas prices, prospectivity of hydrocarbons, capital budgets of our customers as well as their ability to obtain necessary drilling permits to operate in the region. Although natural gas has historically accounted for a greater percentage of hydrocarbon production in the U.S. Gulf of Mexico, our domestic offshore customers are increasingly focused on

drilling activities that contain higher concentrations of crude oil and condensates. We expect this trend to continue, given the disparity between the price of crude oil and natural gas. As of February 19, 2014, the spot price for Louisiana Light Sweet (“LLS”) crude was \$108.41 per barrel. LLS crude oil prices have fluctuated significantly over the past year, peaking at a high of \$118.46 per barrel to a low of \$95.54 per barrel. We believe current oil prices remain supportive for a continuation of activity levels.

43

---

## Table of Contents

The supply of marketed jackup rigs in the U.S. Gulf of Mexico has declined significantly since the financial crisis starting in 2008 and again with the imposition of new regulations during 2010. Drilling contractors have elected to cold stack, or no longer actively market, a number of rigs in the region, and in other instances have mobilized rigs out of the U.S. Gulf of Mexico. As a result, the number of existing, actively marketed jackup rigs in the U.S. Gulf of Mexico, has declined from approximately 63 rigs in late 2008 to 37 rigs as of February 19, 2014, of which we estimate that 33 rigs are contracted.

Discussions with our domestic customers suggest an extensive inventory of oil and liquids rich directed drilling opportunities exists in the U.S. Gulf of Mexico Shelf. Relatively high crude oil prices and our customers' emphasis on drilling oil and liquids rich prospects could support a relatively stable base of jackup rig demand over the long term. Tempering this long term demand outlook for oil drilling is the market expectation for a prolonged period of low natural gas prices. Although natural gas prices have improved in recent months, customer discussions do not currently indicate incremental demand for gas-directed drilling activity. In addition, slower contracting activity in the last months of 2013 have led to a decline in Domestic Offshore backlog. Recently, we elected to postpone the reactivation of the Hercules 203, as we seek greater contract coverage on our existing marketed rigs. Over the next several years, we estimate approximately 17 jackup rigs owned by international drilling contractors currently working in Mexico are scheduled to end their contracts with PEMEX. It is uncertain whether PEMEX will re-contract these rigs, and if not, where these rigs will migrate to. With regard to our cost structure, we expect to experience some inflationary pressures, particularly in labor, as strong drilling activity worldwide has led to a tightening of skilled labor across the oilfield service industry, and insurance. In addition, any new regulatory or legislative changes that would affect shallow-water drilling activity in the U.S. Gulf of Mexico could have a material impact on Domestic Offshore's financial results.

Demand for rigs in our International Offshore segment is primarily dependent on crude oil prices. Relatively high crude oil prices and capital budget announcements by National and International Oil Companies, leads us to believe that international capital spending and demand for jackup rigs overseas will increase in 2014. Our expectation for greater international rig demand is tempered by the anticipated growth in supply from newly constructed rigs. As of February 19, 2014, there were approximately 438 existing, actively marketed jackup rigs outside of the U.S. Gulf of Mexico, excluding cold stacked rigs, of which only 21 rigs were uncontracted. In addition, globally, there are an estimated 138 new jackup rigs either under construction, on order, or planned for delivery from 2014 to 2017, of which 117 are without contracts. With the exception of the rigs we acquired from Discovery, all of the jackup rigs under construction have higher specifications than the rigs in our existing fleet.

Demand for rigs of similar class to the rigs acquired from Discovery, and the premium dayrates that such rigs historically command, is dependent on the need by oil and gas companies to utilize high specification and harsh environment ("HS/HE") jackup rigs with capabilities that exceed many of the standard rigs currently in existence, and availability of these HS/HE rigs. We believe that demand for HS/HE jackup rigs has grown, driven by harsher environmental conditions, greater well depths and increased complexities of the offshore wells drilled by oil and gas companies. We expect this trend to continue through the foreseeable future, as oil and gas companies further expand their exploration efforts into frontier areas that are often characterized by these greater challenges. Tempering our near term expectations for HS/HE jackup rig demand is the growth in new rig supply that is previously referenced, several of which are competitive with the rigs acquired from Discovery.

### Liftboats

Demand for liftboats is typically a function of our customers' demand for offshore infrastructure construction, inspection and maintenance, well maintenance, well plugging and abandonment, and other related activities. Although activity levels for liftboats are not as closely correlated to commodity prices as our drilling segments, commodity prices are still a key driver of liftboat demand. Demand for liftboat services in West Africa has been strong and we expect such conditions to continue at least through 2014. However, expected mobilization of additional vessels to the region could potentially impact the utilization and pricing for our liftboat fleet. Utilization can and has been negatively impacted by local labor disputes and regional conflicts, particularly in West Africa. In the Middle East, we expect healthy multi-year demand for liftboats to support increases in construction and well servicing activity levels.

Over the long term, we believe that international liftboat demand will benefit from: (i) the aging offshore infrastructure and maturing offshore basins, (ii) desire by our international customers to economically produce from these mature basins and service their infrastructure and (iii) the cost advantages of liftboats to perform these services relative to alternatives. Tempering this demand outlook is (i) our expectation of increased competition from newly constructed liftboats and mobilizations of existing liftboats primarily from the U.S. Gulf of Mexico to international markets, (ii) the risk of recurring political, social and union unrest, principally in West Africa and (iii) increased pressure to have local ownership of assets, principally in Nigeria.

Table of Contents

## LIQUIDITY AND CAPITAL RESOURCES

## Sources and Uses of Cash

Sources and uses of cash for the years ended 2013 and 2012 are as follows (in millions):

	2013	2012
Net Cash Provided by Operating Activities	\$182.5	\$68.4
Net Cash Provided by (Used in) Investing Activities:		
Acquisition of Assets, Net of Cash Acquired	(201.0)	(40.0)
Capital Expenditures	(545.0)	(138.6)
Cash Paid for Equity Investment	—	(4.3)
Insurance Proceeds Received	51.4	54.1
Proceeds from Sale of Assets, Net	117.4	72.9
Other	4.5	3.6
Total	(572.7)	(52.3)
Net Cash Provided by (Used in) Financing Activities:		
Long-term Debt Borrowings	700.0	500.0
Long-term Debt Repayments	—	(452.9)
Redemption of 3.375% Convertible Senior Notes	(61.3)	(27.6)
Redemption of 10.5% Senior Notes	(300.0)	—
Common Stock Issuance	—	96.7
Payment of Debt Issuance Costs	(10.6)	(7.7)
Other	1.3	0.2
Total	329.4	108.7
Net Increase (Decrease) in Cash and Cash Equivalents	\$(60.8)	\$124.8

## Insurance Proceeds

We intend to use the proceeds received from insurance settlements to reinvest in its existing fleet or for growth opportunities.

## Sources of Liquidity and Financing Arrangements

Our liquidity is comprised of cash on hand, cash from operations and availability under our revolving credit facility. We also maintain a shelf registration statement covering the future issuance from time to time of various types of securities, including debt and equity securities. If we issue any debt securities off the shelf or otherwise incur debt, in certain instances we would be required to allocate the proceeds of such debt to repay or refinance existing debt. We currently believe we will have adequate liquidity to fund our operations. However, to the extent we do not generate sufficient cash from operations we may need to raise additional funds through debt, equity offerings or the sale of assets. Furthermore, we may need to raise additional funds through debt or equity offerings or asset sales to refinance existing debt, to fund capital expenditures or for general corporate purposes.

## Cash Requirements and Contractual Obligations

Our current debt structure is used to fund our business operations.

## Credit Agreement

At December 31, 2011, we previously had a \$592.9 million credit agreement, consisting of a \$452.9 million term loan facility and a \$140.0 million revolving credit facility. On April 3, 2012, we repaid in full all outstanding indebtedness under the prior secured credit facilities, and the liens securing such obligations were terminated. There were no termination penalties incurred by us in connection with the termination of the prior secured credit facility.

On April 3, 2012, we entered into a credit agreement (the "Credit Agreement"), which governs the senior secured revolving credit facility (the "Credit Facility"). Prior to July 8, 2013, borrowings under the Credit Facility bore interest, at our option, at either (i) the Alternate Base Rate ("ABR") (the highest of the administrative agent's corporate base rate of interest, the federal funds rate plus 0.5%, or the one-month Eurodollar rate (as defined in the Credit Agreement) plus 1%), plus an applicable margin that ranged between 3.0% and 4.5%, depending on our leverage ratio, or (ii) the Eurodollar rate plus an



## Table of Contents

applicable margin that ranged between 4.0% and 5.5%, depending on our leverage ratio. We paid a per annum fee on all letters of credit issued under the Credit Facility equal to the applicable margin for loans accruing interest based on the Eurodollar rate, and we paid a commitment fee of 0.75% per annum on the unused availability under the Credit Facility.

In addition, during any period of time that outstanding letters of credit under the Credit Facility exceed \$10 million or there are any revolving borrowings outstanding under the Credit Facility, we will have to maintain compliance with a maximum secured leverage ratio (as defined in the Credit Agreement, being generally computed as the ratio of secured indebtedness to consolidated cash flow). The maximum secured leverage ratio is 3.50 to 1.00. As of December 31, 2013, we were in compliance with all covenants under our revolving credit facility.

Our obligations under the Credit Agreement are guaranteed by substantially all of our current domestic subsidiaries (collectively, the "Guarantors"), and the obligations of the Company and the Guarantors are secured by liens on substantially all of the vessels owned by the Company and the Guarantors, together with certain accounts receivable, equity of subsidiaries, equipment and other assets.

### July 2013 Credit Amendment

On July 8, 2013, we amended the Credit Agreement to, among other things:

- increase the senior secured revolving credit facility to \$150.0 million (subject to certain limitations which restricted borrowing to \$75.0 million while the 10.5% Senior Notes due 2017 were outstanding);
- extend the maturity date of the Credit Facility to July 8, 2018;
- increase the sublimit for the issuance of letters of credit to \$50.0 million;
  - allow for an increase in aggregate commitments of up to \$50.0 million;
- reduce the applicable margin for ABR Loans to a range between 1.5% and 3.0% depending on our total leverage ratio;
- reduce the applicable margin for Eurodollar Loans to a range between 2.5% and 4.0% depending on our total leverage ratio; and
- reduce the per annum commitment fee on unused availability under the Credit Facility to 0.50%.

We incurred costs of \$1.1 million related to the amendment of the Credit Agreement. As of December 31, 2013, no amounts were outstanding and \$11.4 million in letters of credit had been issued under the Credit Facility, therefore, the remaining availability under this facility was \$138.6 million.

### 8.75% Senior Notes

On July 8, 2013, we completed the issuance and sale of \$400.0 million aggregate principal amount of senior notes at a coupon rate of 8.75% ("8.75% Senior Notes") with maturity in July 2021. These notes were sold at par and we received net proceeds from the offering of the notes of approximately \$393.0 million after deducting the bank fees and estimated offering expenses. The net proceeds from this offering, together with cash on hand (including the proceeds of approximately \$103.9 million we received from the sales of our inland barge rigs, domestic liftboats and related assets), were used to fund our acquisition of Discovery shares, the final shipyard payments totaling \$333.9 million for Hercules Triumph and Hercules Resilience, related capital expenditures, as well as general corporate purposes.

Interest on the notes will accrue from and including July 8, 2013, at a rate of 8.75% per year and is payable semi-annually in arrears on January 15 and July 15 of each year, beginning January 15, 2014. These notes are guaranteed by each of the Guarantors that guarantee our obligations under our Credit Agreement.

Prior to July 15, 2016, we may redeem the notes with the net cash proceeds of certain equity offerings, at a redemption price equal to 108.75% of the aggregate principal amount plus accrued and unpaid interest; provided that (i) after giving effect to any such redemptions, at least 65% of the notes originally issued would remain outstanding immediately after such redemption and (ii) we make such redemption not more than 180 days after consummation of such equity offering. In addition, prior to July 15, 2017, we may redeem all or part of the notes at a price equal to 100% of the aggregate principal amount of the notes to be redeemed, plus the applicable premium, as defined in the indenture, and accrued and unpaid interest.

On or after July 15, 2017, we may redeem all or part of the notes at the redemption prices set forth below, together with accrued and unpaid interest, if any, to the redemption date, if redeemed during the 12-month period beginning July 15 or the years indicated:





Table of Contents

Year	Optional Redemption Price	
2017	104.375	%
2018	102.188	%
2019 and thereafter	100.000	%

If we experience certain kinds of changes of control, holders of the notes will be entitled to require us to purchase all or any portion of the notes for a cash price equal to 101.0% of the principal amount of the applicable notes, plus accrued and unpaid interest, if any, to the date of purchase. Furthermore, in certain circumstances following an asset sale (as defined in the indenture), we may be required to use the excess proceeds to offer to repurchase the notes at an offer price in cash equal to 100% of their principal amount, plus accrued and unpaid interest.

**7.5% Senior Notes**

On October 1, 2013, we completed the issuance and sale of \$300.0 million aggregate principal amount of senior notes at a coupon rate of 7.5% ("7.5% Senior Notes") with maturity in October 2021. These notes were sold at par and we received net proceeds from the offering of the notes of approximately \$294.5 million after deducting the bank fees and estimated offering expenses. Interest on the notes will accrue from and including October 1, 2013 at a rate of 7.5% per year and is payable semi-annually in arrears on April 1 and October 1 of each year, beginning April 1, 2014. These notes are guaranteed by each of the Guarantors that guarantee our obligations under its Credit Agreement.

Prior to October 1, 2016, we may redeem the notes with the net cash proceeds of certain equity offerings, at a redemption price equal to 107.5% of the aggregate principal amount plus accrued and unpaid interest; provided, that (i) after giving effect to any such redemptions, at least 65% of the notes originally issued would remain outstanding immediately after such redemption and (ii) we make such redemption not more than 180 days after consummation of such equity offering. In addition, prior to October 1, 2016, we may redeem all or part of the notes at a price equal to 100% of the aggregate principal amount of the notes to be redeemed, plus the applicable premium, as defined in the indenture, and accrued and unpaid interest.

On or after October 1, 2016, we may redeem all or part of the notes at the redemption prices set forth below, together with accrued and unpaid interest, if any, to the redemption date, if redeemed during the 12-month period beginning October 1 of the years indicated:

Year	Optional Redemption Price	
2016	105.625	%
2017	103.750	%
2018	101.875	%
2019 and thereafter	100.000	%

If we experience certain kinds of changes of control, holders of the notes will be entitled to require us to purchase all or any portion of the notes for a cash price equal to 101.0% of the principal amount of the applicable notes, plus accrued and unpaid interest, if any, to the date of purchase. Furthermore, in certain circumstances following an asset sale (as defined in the indenture), we may be required to use the excess proceeds to offer to repurchase the notes at an offer price in cash equal to 100% of their principal amount, plus accrued and unpaid interest.

**7.125% Senior Secured Notes**

On April 3, 2012, we completed the issuance and sale of \$300.0 million aggregate principal amount of senior secured notes at a coupon rate of 7.125% ("7.125% Senior Secured Notes") with maturity in April 2017. These notes were sold at par and we received net proceeds from the offering of the notes of \$293.0 million after deducting the initial purchasers' discounts and offering expenses. Interest on the notes is payable in cash semi-annually in arrears on April 1 and October 1 of each year.

The 7.125% Senior Secured Notes are guaranteed by each of the Guarantors that guarantee our obligations under our Credit Agreement. The notes are secured by liens on all collateral that secures our obligations under our Credit Agreement, subject to limited exceptions. The liens securing the notes share on an equal and ratable first priority basis

with liens securing our Credit Agreement. Under the intercreditor agreement the collateral agent for the lenders under our Credit Agreement is generally entitled to sole control of all decisions and actions.

10.25% Senior Notes

On April 3, 2012, we completed the issuance and sale of \$200.0 million aggregate principal amount of senior notes at a coupon rate of 10.25% (“10.25% Senior Notes”) with maturity in April 2019. These notes were sold at par and we received net proceeds from the offering of the notes of \$195.4 million after deducting the initial purchasers' discounts and offering expenses.

## Table of Contents

Interest on the notes is payable in cash semi-annually in arrears on April 1 and October 1 of each year. These notes are guaranteed by each of the Guarantors that guarantee our obligations under our Credit Agreement.

### 3.375% Convertible Senior Notes

In 2008, we issued \$250.0 million convertible senior notes at a coupon rate of 3.375% ("3.375% Convertible Senior Notes") with a maturity in June 2038. As of December 31, 2013, \$7.2 million notional amount of the \$250.0 million 3.375% Convertible Senior Notes was outstanding.

The interest on the 3.375% Convertible Senior Notes accretes to principal at an annual yield to maturity of 3.375% per year. We will also pay contingent interest during any six-month interest period commencing June 1, 2013, for which the trading price of these notes for a specified period of time equals or exceeds 120% of their accreted principal amount. The notes will be convertible under certain circumstances into shares of our common stock ("Common Stock") at a conversion rate of 19.9695 shares of Common Stock per \$1,000 original principal amount of notes, which is equal to a conversion price of approximately \$50.08 per share. The conversion rate is subject to adjustment in certain circumstances. Upon conversion of a note, a holder will receive, at our election, shares of Common Stock, cash or a combination of cash and shares of Common Stock. At December 31, 2013, the number of conversion shares potentially issuable in relation to our 3.375% Convertible Senior Notes was 0.1 million. We may redeem the 3.375% Convertible Senior Notes at our option and holders of the notes will have the right to require us to repurchase the notes on June 1, 2018 and certain dates thereafter or on the occurrence of a fundamental change.

We determined that upon maturity or redemption, we have the intent and ability to settle the principal amount of our 3.375% Convertible Senior Notes in cash, and any additional conversion consideration spread (the excess of conversion value over face value) in shares of our Common Stock.

In May 2012, we repurchased a portion of the 3.375% Convertible Senior Notes and the settlement consideration was allocated to the extinguishment of the liability component in an amount equal to the fair value of that component immediately prior to extinguishment with the difference between this allocation and the net carrying amount of the liability component and unamortized debt issuance costs recognized as a gain or loss on debt extinguishment. If there would have been any remaining settlement consideration, it would have been allocated to the reacquisition of the equity component and recognized as a reduction of equity.

On May 1, 2013, we made an offer to purchase all of the outstanding notes in accordance with our repurchase obligation under the indenture and on June 1, 2013 repurchased \$61.3 million aggregate principal amount of the 3.375% Convertible Senior Notes pursuant to the terms of the optional put repurchase offer.

### Retirement of 10.5% Senior Notes

In 2009, we issued \$300.0 million of senior notes at a coupon rate of 10.5% ("10.5% Senior Notes") with maturity in October 2017. On September 17, 2013, we commenced a cash tender offer (the "Tender offer") for any and all of the \$300.0 million outstanding aggregate principal amount of our 10.5% Senior Notes. Senior notes totaling approximately \$253.6 million were settled on October 1, 2013 for \$268.5 million using a portion of the proceeds from the issuance of the 7.5% Senior Notes. Additionally, on November 4, 2013 we redeemed all \$46.4 million of the remaining outstanding 10.5% Senior Notes for approximately \$48.8 million using the remaining proceeds from the 7.5% Senior Notes offering, together with cash on hand.

### Other Indenture Provisions

The Credit Agreement as well as the indentures governing the 8.75% Senior Notes, 7.5% Senior Notes, 7.125% Senior Secured Notes, 10.25% Senior Notes and 3.375% Convertible Senior Notes contain customary events of default. In addition, the Credit Agreement as well as the indentures governing the 8.75% Senior Notes, 7.5% Senior Notes, 7.125% Senior Secured Notes, 10.25% Senior Notes and 3.375% Convertible Senior Notes also contain a provision under which an event of default by the Company or by any restricted subsidiary on any other indebtedness exceeding \$25.0 million would be considered an event of default under the Credit Agreement and indentures if such default: a) is caused by failure to pay the principal at final maturity, or b) results in the acceleration of such indebtedness prior to maturity.

The Credit Agreement as well as the indentures governing the 8.75% Senior Notes, 7.5% Senior Notes, 7.125% Senior Secured Notes and 10.25% Senior Notes contain covenants that, among other things, limit our ability and the ability of our restricted subsidiaries to:

- incur additional indebtedness or issue certain preferred stock;
- pay dividends or make other distributions;
- make other restricted payments or investments;
- sell assets;
- create liens;

48

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Table of Contents

enter into agreements that restrict dividends and other payments by restricted subsidiaries;  
 engage in transactions with affiliates; and  
 consolidate, merge or transfer all or substantially all of our assets.

**Loss on Extinguishment of Debt**

During the twelve months ended December 31, 2013 and 2012, we incurred the following charges which are included in Loss on Extinguishment of Debt in the Consolidated Statements of Operations:

In April 2012 and in connection with the termination of the prior secured credit facility, we recognized a pretax charge of \$1.4 million, \$0.9 million, net of tax, for the write off of unamortized issuance costs related to the term loan;

In April 2012, we recognized a pretax charge of \$6.4 million, \$4.2 million net of tax, related to our debt refinancing;

In May 2012, we repurchased \$27.6 million aggregate principal amount of the 3.375% Convertible Senior Notes, resulting in a loss of \$1.3 million, or \$0.9 million, net of tax; and

During the fourth quarter of 2013, we incurred a pretax charge of \$29.3 million, \$29.3 million net of tax, consisting of a \$17.3 million call premium, \$4.8 million unamortized debt discount costs and \$4.2 million unamortized debt issuance costs, all related to the redemption of the 10.5% Senior Notes, as well as approximately \$3.0 million of bank fees related to the issuance of the 7.5% Senior Notes.

The fair value of our 3.375% Convertible Senior Notes, 8.75% Senior Notes, 7.5% Senior Notes, 10.25% Senior Notes, 10.5% Senior Notes and 7.125% Senior Secured Notes is estimated based on quoted prices in active markets. The fair value of our 7.375% Senior Notes is estimated based on discounted cash flows using inputs from quoted prices in active markets for similar debt instruments. The inputs used to determine fair value are considered Level 2 inputs. The following table provides the carrying value and fair value of our long-term debt instruments:

	December 31, 2013		December 31, 2012	
	Carrying Value	Fair Value	Carrying Value	Fair Value
	(in millions)			
8.75% Senior Notes, due July 2021	\$400.0	\$447.5	\$—	\$—
7.5% Senior Notes, due October 2021	300.0	317.3	—	—
7.125% Senior Secured Notes, due April 2017	300.0	320.1	300.0	317.1
10.5% Senior Notes, due October 2017	—	—	294.5	326.6
10.25% Senior Notes, due April 2019	200.0	226.8	200.0	219.6
3.375% Convertible Senior Notes, due June 2038	7.2	7.1	67.1	68.5
7.375% Senior Notes, due April 2018	3.5	3.5	3.5	3.3

**Insurance and Indemnity**

We maintain insurance coverage that includes coverage for physical damage, third party liability, workers' compensation and employer's liability, general liability, vessel pollution and other coverages.

Effective May 1, 2013, we completed the annual renewal of all of our key insurance policies. Our primary marine package provides for hull and machinery coverage for substantially all of our rigs and liftboats up to a scheduled value of each asset. The total maximum amount of coverage for these assets is \$1.7 billion. The marine package includes protection and indemnity and maritime employer's liability coverage for marine crew personal injury and death and certain operational liabilities, with primary coverage (or self-insured retention for maritime employer's liability coverage) of \$5.0 million per occurrence with excess liability coverage up to \$200.0 million. The marine package policy also includes coverage for personal injury and death of third parties with primary and excess coverage of \$25.0 million per occurrence with additional excess liability coverage up to \$200.0 million, subject to a \$250,000 per-occurrence deductible. The marine package also provides coverage for cargo and charterer's legal liability. The marine package includes limitations for coverage for losses caused in U.S. Gulf of Mexico named windstorms, including an annual aggregate limit of liability of \$75.0 million for property damage and removal of wreck liability coverage. We also procured an additional \$75.0 million excess policy for removal of wreck and certain third-party liabilities incurred in U.S. Gulf of Mexico named windstorms. Deductibles for events that are not caused by a U.S. Gulf of Mexico named windstorm are 12.5% of the insured drilling rig values per occurrence, subject to a minimum of

\$1.0 million, and \$1.0 million per occurrence for liftboats. The deductible for drilling rigs in a U.S. Gulf of Mexico named windstorm event is \$25.0 million. Vessel pollution is covered under a Water Quality Insurance Syndicate policy (“WQIS Policy”) providing limits as required by applicable law, including the Oil Pollution Act of 1990. The WQIS Policy covers

Table of Contents

pollution emanating from our vessels and drilling rigs, with primary limits of \$5.0 million (inclusive of a \$3.0 million per-occurrence deductible) and excess liability coverage up to \$200.0 million.

Control-of-well events generally include an unintended flow from the well that cannot be contained by equipment on site (e.g., a blow-out preventer), by increasing the weight of the drilling fluid, or that does not naturally close itself off through what is typically described as "bridging over". We carry a contractor's extra expense policy with \$25.0 million primary liability coverage for well control costs, pollution and expenses incurred to redrill wild or lost wells, with excess liability coverage up to \$200.0 million for pollution liability that is covered in the primary policy. The policies are subject to exclusions, limitations, deductibles, self-insured retention and other conditions. In addition to the marine package, we have separate policies providing coverage for onshore foreign and domestic general liability, employer's liability, auto liability and non-owned aircraft liability, with customary deductibles and coverage.

Our drilling contracts provide for varying levels of indemnification from our customers and in most cases, may require us to indemnify our customers for certain liabilities. Under our drilling contracts, liability with respect to personnel and property is customarily assigned on a "knock-for-knock" basis, which means that we and our customers assume liability for our respective personnel and property, regardless of how the loss or damage to the personnel and property may be caused, and even if we are grossly negligent. However, since the Macondo blowout and resulting litigation, some of our customers have been reluctant to extend their indemnity obligations in instances where we are grossly negligent. Our customers typically assume responsibility for and agree to indemnify us from any loss or liability resulting from pollution or contamination, including clean-up and removal and third-party damages arising from operations under the contract and originating below the surface of the water, including as a result of blowouts or cratering of the well ("Blowout Liability"). The customer's assumption for Blowout Liability may, in certain circumstances, be contractually limited or could be determined to be unenforceable in the event of our gross negligence, willful misconduct or other egregious conduct. In addition, we may not be indemnified for statutory penalties and punitive damages relating to such pollution or contamination events. We generally indemnify the customer for the consequences of spills of industrial waste or other liquids originating solely above the surface of the water and emanating from our rigs or vessels.

We have separate primary marine packages for Hercules Triumph and Hercules Resilience that each provide hull and machinery coverage up to \$250.0 million, subject to a \$2.5 million per-occurrence deductible, which increases to \$5.0 million for losses incurred during delivery voyages. Each marine package also provides coverage for cargo, contractor's extra expense and loss of hire coverage. We also have operational protection and indemnity coverage up to \$500.0 million per rig, subject to a \$50,000 per-occurrence deductible for claims originating outside the U.S. and a \$250,000 per-occurrence deductible for claims originating in the U.S. Additionally, we have coverage for extended contractual liability that includes subsea activities, property and personnel, and clean-up costs up to \$25.0 million per rig and pollution-by blowout coverage up to \$10.0 million per rig, all subject to certain contractual assumptions and limitations. We do not have coverage inclusive of U.S. Gulf of Mexico named windstorms.

We are self-insured for the deductible portion of our insurance coverage. Management believes adequate accruals have been made on known and estimated exposures up to the deductible portion of our insurance coverage.

Management believes that claims and liabilities in excess of the amounts accrued are adequately insured. However, our insurance is subject to exclusions and limitations, and there is no assurance that such coverage will adequately protect us against liability from all potential consequences. In addition, there is no assurance of renewal or the ability to obtain coverage acceptable to us.

In 2013, in connection with the renewal of certain of our insurance policies, we entered into an agreement to finance a portion of our annual insurance premiums. Approximately \$30.7 million was financed through this arrangement with an interest rate of 3.24% and a maturity date of March 2014, of which \$9.3 million was outstanding at December 31, 2013. There was \$9.1 million outstanding in insurance notes payable at December 31, 2012 which we fully paid during 2013. The amount financed, related interest rate and maturity date in connection with the prior year renewal was \$30.1 million at 3.54% which matured in March 2013. Additionally, \$0.3 million was outstanding on the \$1.3 million note related to the 2013 insurance procured for Hercules Triumph with an interest rate of 3.24% and a maturity date of March 2014.

Capital Expenditures



We currently expect total capital expenditures during 2014 to approximate \$125.0 million to \$140.0 million. Planned capital expenditures include items related to general maintenance, regulatory, refurbishment, upgrades and contract specific modifications to our rigs and liftboats. Changes in timing of certain planned capital expenditure projects may result in a shift of spending levels beyond 2014. This estimate does not include future capital investment to complete the reactivation of Hercules 203, which we elected to suspend. Should we elect to recommence the reactivation of the Hercules 203 or any other cold stacked rigs, or upgrade and refurbish additional selected rigs or liftboats, our capital expenditures will increase. Reactivations, upgrades and refurbishments are subject to our discretion and will depend on our view of market conditions and our cash flows.

From time to time, we may review possible acquisitions of rigs, liftboats or businesses, joint ventures, mergers or other business combinations, and we may have outstanding from time to time bids to acquire certain assets from other companies. We

Table of Contents

may not, however, be successful in our acquisition efforts. If we acquire additional assets, we would expect that our ongoing capital expenditures as a whole would increase in order to maintain our equipment in a competitive condition. Our ability to fund capital expenditures would be adversely affected if conditions deteriorate in our business.

**Contractual Obligations**

Our contractual obligations and commitments principally include obligations associated with our outstanding indebtedness, certain income tax liabilities, bank guarantees, letters of credit, future minimum operating lease obligations, purchase commitments and management compensation obligations.

The following table summarizes our contractual obligations and contingent commitments by period as of December 31, 2013:

Contractual Obligations and Contingent Commitments	Payments due by Period				Total
	Less than 1 Year	1-3 Years	4-5 Years	After 5 Years	
	(In thousands)				
<b>Recorded Obligations:</b>					
Long-term debt obligations	\$—	\$—	\$311,815	\$900,000	\$1,211,815
Insurance notes payable	9,568	—	—	—	9,568
Interest on debt and notes payable(a)	33,067	—	—	—	33,067
Purchase obligations(b)	16,535	—	—	—	16,535
Other	2,756	—	—	—	2,756
<b>Unrecorded Obligations(c):</b>					
Interest on debt and notes payable(a)	68,771	202,308	169,175	184,530	624,784
Letters of credit and bank guarantees	5,496	6,013	—	—	11,509
Management compensation obligations	4,989	9,978	—	—	14,967
Purchase obligations(b)	11,383	—	—	—	11,383
Operating lease obligations	3,901	5,695	2,296	—	11,892
<b>Total contractual obligations</b>	<b>\$156,466</b>	<b>\$223,994</b>	<b>\$483,286</b>	<b>\$1,084,530</b>	<b>\$1,948,276</b>

(a) Estimated interest is based on the rates associated with the respective fixed rate instrument.

A “purchase obligation” is defined as an agreement to purchase goods or services that is enforceable and legally binding on the company and that specifies all significant terms, including: fixed or minimum quantities to be purchased; fixed, minimum or variable price provisions; and the approximate timing of the transaction. These amounts are primarily comprised of open purchase order commitments to vendors and subcontractors.

(c) Tax liabilities of \$7.7 million have been excluded from the table above as a reasonably reliable estimate of the period of cash settlement cannot be made.

**Off-Balance Sheet Arrangements****Guarantees**

Substantially all of our domestic subsidiaries guarantee the obligations under the Credit Agreement, the 7.125% Senior Secured Notes, the 10.25% Senior Notes, the 8.75% Senior Notes and the 7.5% Senior Notes.

Our obligations under the Credit Agreement and 7.125% Senior Secured Notes are secured on an equal and ratable first priority basis by liens on a majority of our vessels and substantially all of our other personal property.

**Accounting Pronouncement**

In July 2013, the FASB issued Accounting Standards Update (“ASU”) No. 2013-11, Presentation of an Unrecognized Tax Benefit When a Net Operating Loss Carryforward, a Similar Tax Loss, or a Tax Credit Carryforward Exists (“ASU 2013-11”). The amendments in this ASU provides guidance on presentation of unrecognized tax benefits and is expected to reduce diversity in practice and better reflect the manner in which an entity would settle at the reporting date any additional income taxes that would result from the disallowance of a tax position when net operating loss carryforwards, similar tax losses, or tax credit carryforwards exist. The amendments in this ASU are effective prospectively for interim and annual periods beginning



Table of Contents

after December 15, 2013, with early adoption and retrospective application permitted. We do not expect the adoption of this standard to have a material impact on our consolidated financial statements.

52

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Table of Contents

FORWARD-LOOKING STATEMENTS

This Annual Report on Form 10-K includes “forward-looking statements” within the meaning of Section 27A of the Securities Act of 1933, as amended (“the Securities Act”), and Section 21E of the Exchange Act that are applicable to us and our business. All statements, other than statements of historical fact, included in this annual report that address outlook, activities, events or developments that we intend, contemplate, estimate, expect, project, believe or anticipate will or may occur in the future are forward-looking statements. These include such matters as:

- our levels of indebtedness, covenant compliance and access to capital under current market conditions;
  - our ability to enter into new contracts for our rigs and liftboats, including our two ultra-high specification rigs, and future utilization rates and dayrates for the units;
  - our ability to renew or extend our contracts, or enter into new contracts, when such contracts expire;
  - demand for our rigs and our liftboats;
  - activity levels of our customers and their expectations of future energy prices and ability to obtain drilling permits in an efficient manner or at all;
  - sufficiency and availability of funds for required capital expenditures, working capital and debt service;
  - our ability to close the sale and purchase of assets on time;
  - expected completion times for our repair, refurbishment and upgrade projects;
  - our ability to complete our shipyard projects incident free;
  - our ability to complete our shipyard projects on time to avoid cost overruns and contract penalties;
  - our ability to effectively reactivate rigs that we have stacked;
    - the timing and cost of shipyard projects and refurbishments and the return of idle rigs to work;
  - our plans to increase international operations;
  - expected useful lives of our rigs and liftboats;
  - future capital expenditures and refurbishment, reactivation, transportation, repair and upgrade costs;
  - liabilities and restrictions under applicable laws of the jurisdictions in which we operate and regulations protecting the environment;
    - expected outcomes of litigation, investigations, claims, disputes and tax audits and their expected effects on our financial condition and results of operations;
  - the existence of insurance coverage and the extent of recovery from our insurance underwriters for claims made under our insurance policies; and
  - expectations regarding offshore drilling and liftboat activity and dayrates, market conditions, demand for our rigs and liftboats, operating revenue, operating and maintenance expense, insurance coverage, insurance expense and deductibles, interest expense, debt levels and other matters with regard to outlook and future earnings.
- We have based these statements on our assumptions and analyses in light of our experience and perception of historical trends, current conditions, expected future developments and other factors we believe are appropriate in the circumstances. Forward-looking statements by their nature involve substantial risks and uncertainties that could significantly affect expected results, and actual future results could differ materially from those described in such statements. Although it is not possible to identify all factors, we continue to face many risks and uncertainties. Among the factors that could cause actual future results to differ materially are the risks and uncertainties described under “Risk Factors” in Item 1A of this annual report and the following:
- oil and natural gas prices and industry expectations about future prices;
  - levels of oil and gas exploration and production spending;
  - demand for and supply of offshore drilling rigs and liftboats;
  - our ability to enter into and the terms of future contracts;
  - the adequacy and costs of sources of credit and liquidity;
  - our ability to collect receivables due from our customers;
  - the worldwide military and political environment, uncertainty or instability resulting from an escalation or additional outbreak of armed hostilities or other crises in the Middle East, North Africa, West Africa, Asia and other oil and natural gas producing regions or acts of terrorism or piracy;

the ability of our customers in the U.S. Gulf of Mexico to obtain drilling permits in an efficient manner or at all;

53

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Table of Contents

the impact of governmental laws and regulations, including laws and regulations in the U.S. Gulf of Mexico following the Macondo well incident;

- our ability to obtain in a timely manner visas and work permits for our employees working in international jurisdictions, particularly in Angola;

the impact of local content and cabotage laws and regulations in international jurisdictions in which we operate, particularly Nigeria;

the impact of tax laws, regulations, interpretations and audits in jurisdictions where we conduct business;

uncertainties relating to the level of activity in offshore oil and natural gas exploration, development and production;

competition and market conditions in the contract drilling and liftboat industries;

the availability of skilled personnel and the rising cost of labor;

labor relations and work stoppages, particularly in the Nigerian labor environment;

operating hazards such as hurricanes, severe weather and seas, fires, cratering, blowouts and other well control incidents, war, terrorism and cancellation or unavailability of insurance coverage or insufficient insurance coverage;

the enforceability and interpretations of indemnity and liability provisions contained in our drilling contracts, particularly in the U.S. Gulf of Mexico;

the effect of litigation, investigations, audits and contingencies; and

our inability to achieve our plans or carry out our strategy.

Many of these factors are beyond our ability to control or predict. Any of these factors, or a combination of these factors, could materially affect our future financial condition or results of operations and the ultimate accuracy of the forward-looking statements. These forward-looking statements are not guarantees of our future performance, and our actual results and future developments may differ materially from those projected in the forward-looking statements. Management cautions against putting undue reliance on forward-looking statements or projecting any future results based on such statements or present or prior earnings levels. In addition, each forward-looking statement speaks only as of the date of the particular statement, and we undertake no obligation to publicly update or revise any forward-looking statements except as required by applicable law.

**Item 7A. Quantitative and Qualitative Disclosures About Market Risk**

We are currently exposed to market risk from changes in interest rates. From time to time, we may enter into derivative financial instrument transactions to manage or reduce our market risk, but we do not enter into derivative transactions for speculative purposes. A discussion of our market risk exposure in financial instruments follows.

**Interest Rate Exposure**

We are subject to interest rate risk on our fixed-interest rate borrowings. Fixed rate debt, where the interest rate is fixed over the life of the instrument, exposes us to changes in market interest rates reflected in the fair value of the debt and to the risk that we may need to refinance maturing debt with new debt at a higher rate.

**Fair Value of Warrants and Derivative Asset**

Previously we had warrants issued from Discovery Offshore that were recorded as a Derivative Asset. This asset, valued at \$3.5 million as of June 24, 2013, was eliminated as a result of the purchase of a controlling interest in Discovery. Previously, we estimated the fair value of these instruments using a Monte Carlo simulation which takes into account a variety of factors including the strike price, the target price, the stock value, the expected volatility, the risk-free interest rate, the expected life of warrants, and the number of warrants. We were required to revalue this asset each quarter. We believe that the assumption that had the greatest impact on the determination of fair value was the closing price of Discovery Offshore's stock.

Table of Contents

Item 8. Financial Statements and Supplementary Data  
REPORT OF INDEPENDENT REGISTERED PUBLIC ACCOUNTING FIRM  
The Board of Directors and  
Stockholders of Hercules Offshore, Inc.

We have audited the accompanying consolidated balance sheets of Hercules Offshore, Inc. and subsidiaries as of December 31, 2013 and 2012, and the related consolidated statements of operations, equity and cash flows for each of the three years in the period ended December 31, 2013. Our audits also included the financial statement schedule listed in the Index at Item 15(a). These financial statements and schedule are the responsibility of the Company's management. Our responsibility is to express an opinion on these financial statements and schedule based on our audits.

We conducted our audits in accordance with the standards of the Public Company Accounting Oversight Board (United States). Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the consolidated financial position of Hercules Offshore, Inc. and subsidiaries at December 31, 2013 and 2012, and the consolidated results of their operations and their cash flows for each of the three years in the period ended December 31, 2013, in conformity with U.S. generally accepted accounting principles. Also, in our opinion, the related financial statement schedule, when considered in relation to the basic financial statements taken as a whole, presents fairly in all material respects the information set forth therein.

We also have audited, in accordance with the standards of the Public Company Accounting Oversight Board (United States), Hercules Offshore, Inc. and subsidiaries' internal control over financial reporting as of December 31, 2013, based on criteria established in Internal Control-Integrated Framework issued by the Committee of Sponsoring Organizations of the Treadway Commission (1992 framework) and our report dated February 27, 2014 expressed an unqualified opinion thereon.

/s/ ERNST & YOUNG LLP  
Houston, Texas  
February 27, 2014



Table of Contents

REPORT OF INDEPENDENT REGISTERED PUBLIC ACCOUNTING FIRM

The Board of Directors and  
Stockholders of Hercules Offshore, Inc.

We have audited Hercules Offshore, Inc. and subsidiaries' internal control over financial reporting as of December 31, 2013, based on criteria established in Internal Control — Integrated Framework issued by the Committee of Sponsoring Organizations of the Treadway Commission (1992 framework) (the COSO criteria). Hercules Offshore, Inc. and subsidiaries' management is responsible for maintaining effective internal control over financial reporting, and for its assessment of the effectiveness of internal control over financial reporting included in the accompanying Management's Report on Internal Control over Financial Reporting. Our responsibility is to express an opinion on the company's internal control over financial reporting based on our audit.

We conducted our audit in accordance with the standards of the Public Company Accounting Oversight Board (United States). Those standards require that we plan and perform the audit to obtain reasonable assurance about whether effective internal control over financial reporting was maintained in all material respects. Our audit included obtaining an understanding of internal control over financial reporting, assessing the risk that a material weakness exists, testing and evaluating the design and operating effectiveness of internal control based on the assessed risk, and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion.

A company's internal control over financial reporting is a process designed to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with generally accepted accounting principles. A company's internal control over financial reporting includes those policies and procedures that (1) pertain to the maintenance of records that, in reasonable detail, accurately and fairly reflect the transactions and dispositions of the assets of the company; (2) provide reasonable assurance that transactions are recorded as necessary to permit preparation of financial statements in accordance with generally accepted accounting principles, and that receipts and expenditures of the company are being made only in accordance with authorizations of management and directors of the company; and (3) provide reasonable assurance regarding prevention or timely detection of unauthorized acquisition, use, or disposition of the company's assets that could have a material effect on the financial statements.

Because of its inherent limitations, internal control over financial reporting may not prevent or detect misstatements. Also, projections of any evaluation of effectiveness to future periods are subject to the risk that controls may become inadequate because of changes in conditions, or that the degree of compliance with the policies or procedures may deteriorate.

In our opinion, Hercules Offshore, Inc. and subsidiaries maintained, in all material respects, effective internal control over financial reporting as of December 31, 2013, based on the COSO criteria.

We also have audited, in accordance with the standards of the Public Company Accounting Oversight Board (United States), the consolidated balance sheets of Hercules Offshore, Inc. and subsidiaries as of December 31, 2013 and 2012 and the related consolidated statements of operations, equity and cash flows for each of the three years in the period ended December 31, 2013 of Hercules Offshore, Inc. and subsidiaries, and our report dated February 27, 2014 expressed an unqualified opinion thereon.

/s/ ERNST & YOUNG LLP

Houston, Texas

February 27, 2014

Table of Contents

HERCULES OFFSHORE, INC. AND SUBSIDIARIES  
 CONSOLIDATED BALANCE SHEETS  
 (In thousands, except par value)

	December 31,	
	2013	2012
<b>ASSETS</b>		
Current Assets:		
Cash and Cash Equivalents	\$ 198,406	\$ 259,193
Restricted Cash	—	2,027
Accounts Receivable, Net of Allowance for Doubtful Accounts of \$891 and \$788 as of December 31, 2013 and December 31, 2012, Respectively	220,139	167,936
Prepays	20,395	16,135
Current Deferred Tax Asset	10,876	21,125
Other	17,363	12,191
	467,179	478,607
Property and Equipment, Net	1,808,526	1,462,755
Equity Investment	—	38,191
Other Assets, Net	25,743	37,077
	\$ 2,301,448	\$ 2,016,630
<b>LIABILITIES AND EQUITY</b>		
Current Liabilities:		
Short-term Debt and Current Portion of Long-term Debt	\$—	\$ 67,054
Accounts Payable	80,018	58,615
Accrued Liabilities	81,500	82,781
Interest Payable	33,067	17,367
Insurance Notes Payable	9,568	9,123
Other Current Liabilities	35,735	26,483
	239,888	261,423
Long-term Debt, Net of Current Portion	1,210,676	798,013
Deferred Income Taxes	14,452	56,821
Other Liabilities	12,732	17,611
Commitments and Contingencies		
Equity:		
Common Stock, \$0.01 Par Value; 300,000 Shares Authorized; 162,144 and 160,708 Shares Issued, Respectively; 159,761 and 158,628 Shares Outstanding, Respectively	1,621	1,607
Capital in Excess of Par Value	2,170,811	2,159,744
Treasury Stock, at Cost, 2,383 Shares and 2,080 Shares, Respectively	(55,165	) (53,100
Retained Deficit	(1,293,567	) (1,225,489
	823,700	882,762
	\$ 2,301,448	\$ 2,016,630

The accompanying notes are an integral part of these financial statements.

Table of Contents

HERCULES OFFSHORE, INC. AND SUBSIDIARIES  
CONSOLIDATED STATEMENTS OF OPERATIONS  
(In thousands, except per share data)

	Year Ended December 31,			
	2013	2012	2011	
Revenue	\$858,300	\$618,225	\$574,571	
Costs and Expenses:				
Operating Expenses	461,332	370,096	377,880	
Asset Impairment	114,168	108,216	—	
Depreciation and Amortization	151,943	142,329	149,477	
General and Administrative	79,425	57,311	53,626	
	806,868	677,952	580,983	
Operating Income (Loss)	51,432	(59,727	) (6,412	)
Other Income (Expense):				
Interest Expense	(73,248	) (72,734	) (72,086	)
Loss on Extinguishment of Debt	(29,295	) (9,156	) —	)
Gain on Equity Investment	14,876	—	—	
Other, Net	(1,518	) 1,896	(3,934	)
Loss Before Income Taxes	(37,753	) (139,721	) (82,432	)
Income Tax Benefit	10,944	18,721	27,682	
Loss from Continuing Operations	(26,809	) (121,000	) (54,750	)
Loss from Discontinued Operations, Net of Taxes	(41,308	) (6,004	) (21,378	)
Net Loss	(68,117	) (127,004	) (76,128	)
Loss attributable to Noncontrolling Interest	39	—	—	
Net Loss attributable to Hercules Offshore, Inc.	\$(68,078	) \$(127,004	) \$(76,128	)
Net Loss attributable to Hercules Offshore, Inc. Per Share:				
Basic and Diluted:				
Loss from Continuing Operations	\$(0.17	) \$(0.79	) \$(0.42	)
Loss from Discontinued Operations	(0.26	) (0.04	) (0.16	)
Net Loss	\$(0.43	) \$(0.83	) \$(0.58	)
Basic and Diluted Weighted Average Shares Outstanding	159,501	153,722	130,474	

The accompanying notes are an integral part of these financial statements.

Table of Contents

HERCULES OFFSHORE, INC. AND SUBSIDIARIES  
CONSOLIDATED STATEMENTS OF EQUITY  
(In thousands)

	December 31, 2013		December 31, 2012		December 31, 2011	
	Shares	Amount	Shares	Amount	Shares	Amount
<b>Common Stock:</b>						
Balance at Beginning of Period	160,708	\$1,607	139,798	\$1,398	116,336	\$1,163
Issuance of Common Stock, Net	—	—	20,000	200	22,321	223
Other	1,436	14	910	9	1,141	12
Balance at End of Period	162,144	1,621	160,708	1,607	139,798	1,398
<b>Capital in Excess of Par Value:</b>						
Balance at Beginning of Period	—	2,159,744	—	2,057,824	—	1,924,659
Issuance of Common Stock, Net	—	—	—	96,496	—	126,562
Compensation Expense Recognized	—	9,960	—	6,243	—	5,283
Excess Tax Benefit (Deficit)						
From Stock-Based Arrangements, Net	—	825	—	(1,106)	—	(321)
Other	—	282	—	287	—	1,641
Balance at End of Period	—	2,170,811	—	2,159,744	—	2,057,824
<b>Treasury Stock:</b>						
Balance at Beginning of Period	(2,080)	(53,100)	(1,899)	(52,184)	(1,552)	(50,333)
Repurchase of Common Stock	(303)	(2,065)	(181)	(916)	(347)	(1,851)
Balance at End of Period	(2,383)	(55,165)	(2,080)	(53,100)	(1,899)	(52,184)
<b>Retained Deficit:</b>						
Balance at Beginning of Period	—	(1,225,489)	—	(1,098,485)	—	(1,022,357)
Net Loss	—	(68,078)	—	(127,004)	—	(76,128)
Balance at End of Period	—	(1,293,567)	—	(1,225,489)	—	(1,098,485)
<b>Total Hercules Offshore, Inc. Stockholders' Equity</b>	<b>159,761</b>	<b>823,700</b>	<b>158,628</b>	<b>882,762</b>	<b>137,899</b>	<b>908,553</b>
<b>Noncontrolling Interest:</b>						
Balance at Beginning of Period	—	—	—	—	—	—
Acquisition of Interest in Discovery	—	26,448	—	—	—	—
Acquisition of Noncontrolling Interest in Discovery	—	(26,409)	—	—	—	—
Loss Attributable to Noncontrolling Interest	—	(39)	—	—	—	—
Balance at End of Period	—	—	—	—	—	—
<b>Total Equity</b>	<b>159,761</b>	<b>\$823,700</b>	<b>158,628</b>	<b>\$882,762</b>	<b>137,899</b>	<b>\$908,553</b>

The accompanying notes are an integral part of these financial statements.

Table of Contents

HERCULES OFFSHORE, INC. AND SUBSIDIARIES  
CONSOLIDATED STATEMENTS OF CASH FLOWS  
(In thousands)

	Year Ended December 31,		
	2013	2012	2011
Cash Flows from Operating Activities:			
Net Loss	\$(68,078	) \$(127,004	) \$(76,128
Adjustments to Reconcile Net Loss to Net Cash Provided by Operating Activities:			
Depreciation and Amortization	162,841	166,426	174,227
Stock-Based Compensation Expense	9,960	6,243	5,283
Deferred Income Taxes	(30,940	) (33,236	) (59,187
Provision (Benefit) for Doubtful Accounts Receivable	642	(8,847	) (13,623
Gain on Equity Investment	(14,876	) —	—
Gain on Insurance Settlement	(31,600	) (30,668	) —
(Gain) Loss on Disposal of Assets, Net	7,355	(33,396	) (10,079
Non-Cash Portion of Loss on Extinguishment of Debt Asset Impairment	9,012	2,738	—
Other	158,538	108,216	—
(Increase) Decrease in Operating Assets -			
Accounts Receivable	(53,643	) (7,901	) 22,072
Prepaid Expenses and Other	15,214	11,646	23,144
Increase (Decrease) in Operating Liabilities -			
Accounts Payable	20,357	9,976	(16,325
Insurance Notes Payable	(31,462	) (26,193	) (26,547
Other Current Liabilities	17,753	28,453	9,377
Other Liabilities	3,078	(3,610	) 8,262
Net Cash Provided by Operating Activities	182,470	68,363	52,025
Cash Flows from Investing Activities:			
Acquisition of Assets, Net of Cash Acquired	(200,957	) (40,000	) (25,000
Capital Expenditures	(544,987	) (138,605	) (55,222
Cash Paid for Equity Investment	—	(4,288	) (34,155
Insurance Proceeds Received	51,430	54,139	—
Proceeds from Sale of Assets, Net	117,350	72,897	80,362
Other	4,501	3,588	1,495
Net Cash Used in Investing Activities	(572,663	) (52,269	) (32,520
Cash Flows from Financing Activities:			
Long-term Debt Borrowings	700,000	500,000	—
Long-term Debt Repayments	—	(452,909	) (22,247
Redemption of 3.375% Convertible Senior Notes	(61,274	) (27,606	) —
Redemption of 10.5% Senior Notes	(300,000	) —	—
Common Stock Issuance	—	96,696	—
Payment of Debt Issuance Costs	(10,643	) (7,717	) (2,109
Other	1,323	284	2,536
Net Cash Provided by (Used in) Financing Activities	329,406	108,748	(21,820
Net Increase (Decrease) in Cash and Cash Equivalents	(60,787	) 124,842	(2,315
Cash and Cash Equivalents at Beginning of Period	259,193	134,351	136,666
Cash and Cash Equivalents at End of Period	\$198,406	\$259,193	\$134,351

The accompanying notes are an integral part of these financial statements.

60

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Table of Contents

HERCULES OFFSHORE, INC. AND SUBSIDIARIES  
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS

1. Nature of Business

Organization

Hercules Offshore, Inc., a Delaware corporation, and its majority owned subsidiaries (the "Company") provide shallow-water drilling and marine services to the oil and natural gas exploration and production industry globally through its Domestic Offshore, International Offshore and International Liftboats segments (See Notes 6 and 16). At December 31, 2013, the Company owned a fleet of 38 jackup rigs, including Hercules Triumph (formerly Discovery Triumph) and Hercules Resilience (formerly Discovery Resilience) acquired from Discovery Offshore S.A. ("Discovery") (see Note 5), 19 liftboat vessels, as well as operated an additional five liftboat vessels owned by a third party (see Notes 6 and 16). The Company's diverse fleet is capable of providing services such as oil and gas exploration and development drilling, well service, platform inspection, maintenance, and decommissioning operations in several key shallow-water provinces around the world.

Recast of Financial Information for Discontinued Operations

Due to the current period classification of the Domestic Liftboats and Inland segments as discontinued operations, the Company has recast its historical information to reflect the results of operations of these two segments as discontinued operations for all periods presented. In addition, the historical results of Domestic Offshore have been recast to include the operating results of the remaining retained Inland assets and the historical results of International Liftboats have also been recast to include the operating results of a vessel previously transferred from Domestic Liftboats (See Note 16).

2. Significant Accounting Policies

Principles of Consolidation

The consolidated financial statements of the Company include the accounts of the Company and its wholly owned subsidiaries from the date a majority controlling interest was acquired (See Note 5). All intercompany account balances and transactions have been eliminated.

Use of Estimates

In preparing financial statements in conformity with accounting principles generally accepted in the United States, management makes estimates and assumptions that affect the reported amounts of assets and liabilities and disclosures of contingent assets and liabilities at the date of the financial statements, as well as the reported amounts of revenue and expenses during the reporting period. On an ongoing basis, the Company evaluates its estimates, including those related to bad debts, investments, derivatives, property and equipment, income taxes, insurance, percentage-of-completion, employment benefits and contingent liabilities. The Company bases its estimates on historical experience and on various other assumptions that are believed to be reasonable under the circumstances, the results of which form the basis for making judgments about the carrying values of assets and liabilities that are not readily apparent from other sources. Actual results could differ from those estimates.

Cash and Cash Equivalents

Cash and cash equivalents include cash on hand, demand deposits with banks and investments in highly liquid investments with original maturities of three months or less.

Revenue Recognition

Revenue generated from the Company's contracts is recognized as services are performed, as long as collectability is reasonably assured. For certain contracts, the Company may receive lump-sum fees for the mobilization of equipment and personnel. Mobilization fees received and costs incurred to mobilize a rig from one location to another are recognized as services are performed over the term of the related drilling contract. For certain contracts, the Company may receive fees from its customers for capital improvements to its rigs. Such fees are deferred and recognized as services are performed over the term of the related contract. The Company capitalizes such capital improvements and depreciates them over the useful life of the asset. Certain of the Company's contracts also allow us to recover additional direct costs, such as demobilization costs, additional labor and additional catering costs and under most of our liftboat contracts, we receive a variable rate for reimbursement of costs such as catering, fuel, oil, rental equipment, crane overtime and other items. Revenue for the recovery or reimbursement of these costs is recognized

when the costs are incurred.

Percentage-of-Completion

In addition to having had an equity method investment in Discovery Offshore, the Company had a construction management agreement (the “Construction Management Agreement”) and a services agreement (the “Services Agreement”) with Discovery Offshore with respect to each of the rigs that Discovery Offshore had under construction. Under the

61

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Table of Contents

HERCULES OFFSHORE, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

Construction Management Agreements, the Company was planning, supervising and managing the construction and commissioning of the rigs in exchange for a fixed fee of \$7.0 million per rig, which the Company initially received and recorded as deferred revenue in February 2011. The Company used the percentage-of-completion method of accounting based on a cost-to-cost method.

Stock-Based Compensation

The Company recognizes compensation cost for all share-based payments awarded in accordance with Financial Accounting Standards Board (“FASB”) Accounting Standards Codification (“ASC”) 718, Compensation — Stock Compensation (“ASC 718”) and in accordance with such the Company records the grant date fair value of stock options and time-based restricted stock awarded as compensation expense using a straight-line method over the requisite service period. Performance based awards are recognized using the accelerated method over the requisite service period. The Company estimated the fair value of the options granted using the Trinomial Lattice option pricing model using the following assumptions: expected dividend yield, expected stock price volatility, risk-free interest rate and employee exercise patterns (expected life of the options). The fair value of the Company’s time-based restricted stock and performance based grants that are share settled is based on the closing price of the Company’s common stock on the date of grant. For those performance based grants that contain a market performance condition, the Monte Carlo simulation is used for valuation as of the date of grant. All of the Company’s cash settled awards are recorded as a liability at fair value, which is remeasured at the end of each reporting period, over the requisite service period. The Company’s cash settled liability awards that contain market performance conditions are valued using a Monte Carlo simulation, while the service based liability retention award was valued based on the lesser of the average price of the Company’s common stock for the 90 days prior to the end of the quarter or date of vesting and \$10.00. The Company also estimates future forfeitures and related tax effects. The Company’s estimate of compensation expense requires a number of assumptions and changes to those assumptions could result in different valuations for individual share awards.

Due to the uncertainty in the level of awards to be granted in the future as well as changes in the fair value of liability-based awards, the Company’s estimate of future expense relating to restricted stock and liability-based awards granted through December 31, 2013 as well as the remaining vesting period over which the associated expense is to be recognized are estimates and subject to change.

Accounts Receivable and Allowance for Doubtful Accounts

Accounts receivable are stated at the historical carrying amount net of write-offs and the allowance for doubtful accounts. The Company monitors the accounts receivable from its customers for any collectability issues. An allowance for doubtful accounts is established based on reviews of individual customer accounts, recent loss experience, current economic conditions, and other pertinent factors. The Company establishes an allowance for doubtful accounts based on the actual amount it believes is not collectable. The Company had an allowance of \$0.9 million and \$0.8 million at December 31, 2013 and 2012, respectively.

Business Combinations

The Company accounted for the 2011 Seahawk Transaction and the acquisition of Discovery as business combinations (See Note 5).

Property and Equipment

Property and equipment are stated at cost, less accumulated depreciation. Expenditures for property and equipment and items that substantially increase the useful lives of existing assets are capitalized at cost and depreciated. Routine expenditures for repairs and maintenance are expensed as incurred.

Depreciation is computed using the straight-line method, after allowing for salvage value where applicable, over the useful lives of the assets. Depreciation of leasehold improvements is computed utilizing the straight-line method over the lease term or life of the asset, whichever is shorter.

Table of Contents

## HERCULES OFFSHORE, INC. AND SUBSIDIARIES

## NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

The useful lives of property and equipment for the purposes of computing depreciation are as follows:

	Years
Drilling rigs and marine equipment (salvage value of 10%)	10–30
Drilling machinery and equipment	2–12
Furniture and fixtures	3–5
Computer equipment	3–7
Automobiles and trucks	3–5

The carrying value of long-lived assets, principally property and equipment, is reviewed for potential impairment when events or changes in circumstances indicate that the carrying amount of such assets may not be recoverable or when reclassifications are made between property and equipment and assets held for sale. Factors that might indicate a potential impairment may include, but are not limited to, significant decreases in the market value of the long-lived asset, a significant change in the long-lived asset's physical condition, a change in industry conditions or a substantial reduction in cash flows associated with the use of the long-lived asset. For property and equipment held for use, the determination of recoverability is made based upon the estimated undiscounted future net cash flows of the related asset or group of assets being evaluated. Actual impairment charges are recorded using an estimate of discounted future cash flows. This evaluation requires the Company to make judgments regarding long-term forecasts of future revenue and costs. In turn these forecasts are uncertain in that they require assumptions about demand for the Company's services, future market conditions and technological developments. Significant and unanticipated changes to these assumptions could require a provision for impairment in a future period. Given the nature of these evaluations and their application to specific asset groups and specific times, it is not possible to reasonably quantify the impact of changes in these assumptions.

Supply and demand are the key drivers of rig and vessel utilization and the Company's ability to contract its rigs and vessels at economical rates. During periods of an oversupply, it is not uncommon for the Company to have rigs or vessels idled for extended periods of time, which could indicate that an asset group may be impaired. The Company's rigs and vessels are mobile units, equipped to operate in geographic regions throughout the world and, consequently, the Company may move rigs and vessels from an oversupplied region to one that is more lucrative and undersupplied when it is economical to do so. As such, the Company's rigs and vessels are considered to be interchangeable within classes or asset groups and accordingly, the Company performs its impairment evaluation by asset group.

The Company's estimates, assumptions and judgments used in the application of its property and equipment accounting policies reflect both historical experience and expectations regarding future industry conditions and operations. Using different estimates, assumptions and judgments, especially those involving the useful lives and salvage values of the Company's rigs and liftboats and expectations regarding future industry conditions and operations, would result in different carrying values of assets and results of operations. For example, a prolonged downturn in the drilling industry in which utilization and dayrates were significantly reduced could result in an impairment of the carrying value of the Company's assets.

Useful lives of rigs and vessels are difficult to estimate due to a variety of factors, including technological advances that impact the methods or cost of oil and gas exploration and development, changes in market or economic conditions and changes in laws or regulations affecting the drilling industry. The Company evaluates the remaining useful lives of its rigs and vessels when certain events occur that directly impact its assessment of the remaining useful lives of the rigs and vessels and include changes in operating condition, functional capability and market and economic factors. The Company also considers major capital upgrades required to perform certain contracts and the long-term impact of those upgrades on the future marketability when assessing the useful lives and salvage values of individual rigs and vessels.

When analyzing its assets for impairment, the Company separates its marketable assets, those assets that are actively marketed and can be warm stacked or cold stacked for short periods of time depending on market conditions, from its non-marketable assets, those assets that have been cold stacked for an extended period of time or those assets that the Company currently does not reasonably expect to market in the foreseeable future.

Equity Investment

As of December 31, 2012, the Company held a \$38.2 million, or 32%, equity investment in Discovery, a development stage company whose purpose was to own new ultra high specification jackup drilling rigs. Historically, the Company accounted for its investment in Discovery using the equity method of accounting as the Company had the ability to exert significant influence, but not control, over operating and financial policies. In 2013, the Company acquired the remaining

Table of Contents

HERCULES OFFSHORE, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

shares of Discovery and began consolidating the results of Discovery from the date a majority controlling interest was acquired (See Note 5).

Derivatives

The warrants issued to the Company from Discovery were being accounted for as a derivative instrument as the underlying security was readily convertible to cash. Subsequent changes in the fair value of the warrants were recognized in other income (expense). On June 24, 2013, the derivative asset was adjusted to a fair value of \$3.5 million and was eliminated as a result of the purchase of a controlling interest in Discovery (See Note 5). The fair value of the Discovery warrants was determined using a Monte Carlo simulation (See Note 12). The Company's estimate of fair value required a number of inputs and changes to those inputs could have resulted in a different valuation.

Accrued Self-Insurance Reserves

The Company is self-insured up to certain retention limits for maritime employer's liability claims and protection and indemnity claims. The amounts in excess of the self-insured levels are fully insured, up to a limit. Self-insurance reserves are based on estimates of (i) claims reported and (ii) loss amounts incurred but not reported. Reserves for reported claims are estimated by the Company's internal risk department by evaluating the facts and circumstances of each claim and are adjusted from time to time based upon the status of each claim and the Company's historical experience with similar claims. Reserves for loss amounts incurred but not reported are estimated by the Company's third-party actuary and include provisions for expected development on claims reported due to information not yet received and expected development on claims to be reported in the future but which have occurred prior to the accounting date. As of December 31, 2013 and 2012, there was \$25.8 million and \$27.9 million in Accrued Self-Insurance Reserves, respectively, which is included in Accrued Liabilities on the Consolidated Balance Sheets. The actual outcome of any claim could differ significantly from estimated amounts.

Income Taxes

The Company uses the liability method for determining its income taxes. The Company's income tax provision is based upon the tax laws and rates in effect in the countries in which the Company's operations are conducted and income is earned. The income tax rates imposed and methods of computing taxable income in these jurisdictions vary substantially. The Company's effective tax rate is expected to fluctuate from year to year as operations are conducted in different taxing jurisdictions and the amount of pre-tax income fluctuates. Current income tax expense reflects an estimate of the Company's income tax liability for the current year, withholding taxes, changes in prior year tax estimates as returns are filed, or from tax audit adjustments, while the net deferred tax expense or benefit represents the changes in the balance of deferred tax assets and liabilities as reported on the balance sheet.

Valuation allowances are established to reduce deferred tax assets when it is more likely than not that some portion or all of the deferred tax assets will not be realized in the future. The Company considers estimated future taxable income and ongoing prudent and feasible tax planning strategies in assessing the need for a valuation allowance.

Changes in these estimates and assumptions, as well as changes in tax laws, could require the Company to adjust the valuation allowance for deferred taxes in the future. The adjustments to the valuation allowance impact the Company's income tax provision in the period in which such adjustments are identified and recorded.

Certain of the Company's international rigs and liftboats are owned or operated, directly or indirectly, by the Company's wholly owned Cayman Islands subsidiaries. Most of the earnings from these subsidiaries are reinvested internationally and remittance to the United States is indefinitely postponed. In certain circumstances, management expects that, due to the changing demands of the offshore drilling and liftboat markets and the ability to redeploy the Company's offshore units, certain of such units will not reside in a location long enough to give rise to future tax consequences in that location. As a result, no deferred tax asset or liability has been recognized in these circumstances. Should management's expectations change regarding the length of time an offshore drilling unit will be used in a given location, the Company would adjust deferred taxes accordingly.

Earnings Per Share

The reconciliation of the numerators and denominators used for the computation of basic and diluted earnings per share is as follows:

64

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Table of Contents

## HERCULES OFFSHORE, INC. AND SUBSIDIARIES

## NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

	Year Ended December 31,		
	2013	2012	2011
	(in thousands)		
Numerator:			
Loss from continuing operations	\$ (26,809	) \$ (121,000	) \$ (54,750
Less: Loss attributable to noncontrolling interest	39	—	—
Adjusted loss from continuing operations	(26,770	) (121,000	) (54,750
Loss from discontinued operations, net of taxes	(41,308	) (6,004	) (21,378
Net loss attributable to Hercules Offshore, Inc.	\$ (68,078	) \$ (127,004	) \$ (76,128
Denominator:			
Weighted average basic and diluted shares outstanding	159,501	153,722	130,474

The Company calculates basic earnings per share by dividing net income (loss) by the weighted average number of shares outstanding. Diluted earnings per share is computed by dividing net income by the weighted average number of shares outstanding during the period as adjusted for the dilutive effect of the Company's stock option, time-based restricted stock and performance-based restricted stock awards. The effect of stock option and restricted stock awards is not included in the computation for periods in which a net loss occurs, because to do so would be anti-dilutive. Stock equivalents of 6.3 million, 5.9 million and 6.5 million were anti-dilutive and are excluded from the calculation of the dilutive effect of stock equivalents for the diluted earnings per share calculations for the years ended December 31, 2013, 2012 and 2011, respectively. There were no stock equivalents to exclude from the calculation of the dilutive effect of stock equivalents for the diluted earnings per share calculations for the years ended December 31, 2013, 2012 and 2011 related to the assumed conversion of the 3.375% Convertible Senior Notes as there was no excess of conversion value in any of these periods.

### 3. Accounting Pronouncement

In July 2013, the FASB issued Accounting Standards Update ("ASU") No. 2013-11, Presentation of an Unrecognized Tax Benefit When a Net Operating Loss Carryforward, a Similar Tax Loss, or a Tax Credit Carryforward Exists ("ASU 2013-11"). The amendments in this ASU provides guidance on presentation of unrecognized tax benefits and is expected to reduce diversity in practice and better reflect the manner in which an entity would settle at the reporting date any additional income taxes that would result from the disallowance of a tax position when net operating loss carryforwards, similar tax losses, or tax credit carryforwards exist. The amendments in this ASU are effective prospectively for interim and annual periods beginning after December 15, 2013, with early adoption and retrospective application permitted. The Company does not expect the adoption of this standard to have a material impact on its consolidated financial statements.

### 4. Property and Equipment, Net

The following is a summary of property and equipment, at cost, less accumulated depreciation:

	December 31,	
	2013	2012
	(in thousands)	
Drilling rigs and marine equipment	\$ 2,359,829	\$ 2,077,330
Drilling machinery and equipment	43,368	62,774
Leasehold improvements	11,577	10,263
Automobiles and trucks	2,000	2,467
Computer equipment	18,350	16,054
Furniture and fixtures	1,768	1,303
Total property and equipment, at cost	2,436,892	2,170,191
Less accumulated depreciation	(628,366	) (707,436
Total property and equipment, net	\$ 1,808,526	\$ 1,462,755



Table of Contents

## HERCULES OFFSHORE, INC. AND SUBSIDIARIES

## NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

Depreciation expense was \$155.0 million, \$153.4 million and \$157.4 million for the years ended December 31, 2013, 2012 and 2011, respectively, of which \$7.1 million, \$15.9 million, and \$16.7 million related to discontinued operations and is included in Loss from Discontinued Operations, Net of Taxes on the Consolidated Statements of Operations for the same years, respectively.

#### 5. Business Combinations and Asset Acquisitions

On April 27, 2011, the Company completed its acquisition of 20 jackup rigs and related assets, accounts receivable, accounts payable and certain contractual rights from Seahawk Drilling, Inc. and certain of its subsidiaries ("Seahawk") ("Seahawk Transaction") for total consideration of approximately \$150.3 million consisting of \$25.0 million of cash and 22.1 million shares of Hercules common stock, net of a working capital adjustment. The fair value of the shares issued was determined using the closing price of the Company's common stock of \$5.68 on April 27, 2011. The results of Seahawk are included in the Company's results from the date of acquisition.

The Company's financial statements were historically prepared assuming the Seahawk Transaction should be treated as a purchase of assets for tax purposes. In February 2013, during which time Seahawk was in a Chapter 11 proceeding in the U.S. Bankruptcy Court, at the direction of the Court, Seahawk made certain distributions to its equity holders. These distributions, taken together with other aspects of the acquisition, changed the tax treatment and caused the Seahawk Transaction to be characterized as a reorganization pursuant to IRC §368(a)(1)(G) (See Note 15). At December 31, 2012, the Company held a \$38.2 million, or 32%, equity investment in Discovery, a development stage company whose purpose was to own new ultra high-specification jackup drilling rigs. Historically, the Company accounted for its investment in Discovery under the equity method of accounting. On June 24, 2013 ("Acquisition Date"), the Company acquired an additional 52% interest to bring the total interest held to 84%, for cash consideration, net of cash acquired of \$77.7 million ("Discovery Transaction") and began consolidating Discovery's results of operations from this date. The Discovery Transaction allowed the Company to enter into the high-specification jackup market, significantly expanded its service offerings and opened new international markets that have growing needs for assets of this caliber. As of December 31, 2013, the Company held a 100% interest in Discovery as a result of additional purchases of Discovery common stock shares at 15 Norwegian Kroner ("NOK") per share (USD \$26.3 million in total).

The acquisition date fair value of the Company's previously held equity interest in Discovery was \$52.0 million based on the price the Company paid for additional Discovery shares on June 24, 2013 of 15 NOK per share. The Company recognized a \$14.9 million gain as a result of remeasuring the 32% equity interest in Discovery at its fair value in accordance with Accounting Standards Codification ("ASC") Topic 805, Business Combinations. This gain is included in Gain on Equity Investment on the Consolidated Statements of Operations for the year ended December 31, 2013.

In connection with the Discovery Transaction, the Company settled certain pre-existing relationships including a receivable from Discovery, warrants to purchase 5 million Discovery shares (see Note 11), as well as deferred revenue in the amounts of \$14.3 million, \$3.5 million, and \$5.6 million, respectively, at the Acquisition Date.

The Company valued the noncontrolling interest at the Acquisition Date of 15 NOK per share or \$26.4 million in total.

The components of the consideration transferred on June 24, 2013 were as follows (in thousands):

Cash Paid, Net of Cash Acquired	\$77,658
Elimination of Related Party Balances	12,283
Fair Value of Discovery Equity Investment	51,959
Noncontrolling Interest	26,448
	\$ 168,348



Table of Contents

## HERCULES OFFSHORE, INC. AND SUBSIDIARIES

## NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

The allocation of the consideration on June 24, 2013 is as follows (in thousands):

Prepays	\$ 1,700	
Other	1,563	
Property and Equipment, Net	334,210	
Total Assets	337,473	
Accounts Payable	(986	)
Accrued Liabilities (a)	(166,953	)
Insurance Note Payable	(1,186	)
Total Liabilities	(169,125	)
Total Preliminary Purchase Price	\$ 168,348	

(a) Includes final shipyard installment for Hercules Triumph of \$166.9 million, which was paid on July 23, 2013. The following presents the consolidated financial information for the Company on a pro forma basis assuming the Discovery Transaction and Seahawk Transaction had occurred as of the beginning of the periods presented relative to each transaction. The historical financial information has been adjusted to give effect to pro forma items that are directly attributable to the acquisitions, factually supportable, and with respect to income, are expected to have a continuing impact on consolidated results. These items include adjustments to record the incremental depreciation expense related to the increase in fair value of the acquired assets, eliminate amounts related to the operations of Seahawk that were not purchased in the transaction, eliminate directly related transaction costs, record noncontrolling interest, and eliminate our losses on equity investment.

The unaudited pro forma financial information set forth below has been compiled from current financial statements and historical financial statements as recast for the Company's discontinued operations and other information, but is not necessarily indicative of the results that actually would have been achieved had the transactions occurred on the dates indicated or that may be achieved in the future:

	Year Ended December 31,		
	2013 (a)	2012 (a)	2011 (b)
	(in millions, except per share amounts)		
Revenue	\$850.2	\$611.3	\$608.0
Loss from Continuing Operations	(40.4	) (123.4	) (52.4
Loss from Discontinued Operations, Net of Taxes	(41.3	) (6.0	) (21.4
Net Loss	(81.7	) (129.4	) (73.8
Loss attributable to Noncontrolling Interest	—	—	—
Net Loss attributable to Hercules Offshore, Inc.	\$(81.7	) \$(129.4	) \$(73.8
Net Loss attributable to Hercules Offshore, Inc. Per share:			
Basic:			
Loss from Continuing Operations	\$(0.25	) \$(0.80	) \$(0.38
Loss from Discontinued Operations	(0.26	) (0.04	) (0.16
Net Loss	\$(0.51	) \$(0.84	) \$(0.54
Diluted:			
Loss from Continuing Operations	\$(0.25	) \$(0.80	) \$(0.38
Loss from Discontinued Operations	(0.26	) (0.04	) (0.16
Net Loss	\$(0.51	) \$(0.84	) \$(0.54

(a) Includes the Discovery Transaction only. Seahawk results have been included in the Consolidated Statements of Operations since the date of acquisition.

(b) Includes the Seahawk Transaction.

The Company incurred transaction costs in the amount of \$3.3 million for the year ended December 31, 2013 related to the Discovery Transaction which is included in General and Administrative in the Consolidated Statements of Operations. The

Table of Contents

HERCULES OFFSHORE, INC. AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

Company incurred transaction costs in the amount of \$3.6 million for the year ended December 31, 2011, related to the Seahawk Transaction of which \$0.2 million is included in Operating Expenses and \$3.4 million is included in General and Administrative on the Consolidated Statements of Operations.

The amount of revenue and net income of Discovery included in the Company's Consolidated Statements of Operations for the year ended December 31, 2013 is as follows:

	June 24, 2013 through December 31, 2013 (in millions)
Revenue	\$17.3
Net Income	2.5

The amount of revenue and net income related to the net assets acquired from Seahawk included in the Company's Consolidated Statements of Operations for the year ended December 31, 2011 is as follows:

	April 27, 2011 through December 31, 2011 (in millions)
Revenue	\$74.4
Net Income	18.3

In March 2013, the Company acquired the offshore drilling rig Hercules 267 for \$55.0 million and the liftboat Bull Ray for \$42.0 million. In March 2012, the Company acquired the offshore drilling rig Hercules 266 for \$40.0 million.

Table of Contents

## HERCULES OFFSHORE, INC. AND SUBSIDIARIES

## NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

## 6. Dispositions and Discontinued Operations

From time to time the Company enters into agreements to sell assets. The following table provides information related to the sale of several of the Company's assets, excluding other miscellaneous asset sales that occur in the normal course of business, during the years ended December 31, 2013, 2012 and 2011:

Asset	Segment	Period of Sale	Proceeds (in thousands)	Gain/(Loss)
2013:				
Various (a)	Domestic Liftboats (b)	July 2013	\$54,447	\$—
Various (c)	Inland (b)	July 2013	44,331	—
Hercules 27	Inland (b)	August 2013	5,149	4,834
Hercules 170	International Offshore	December 2013	8,300	(11,498 )
			\$112,227	\$(6,664 )
2012:				
Hercules 2501	Domestic Offshore	June 2012	\$7,000	\$5,465
Hercules 29	Inland (b)	July 2012	900	770
Platform Rig 3 (d)	International Offshore	August 2012	35,516	18,350
Hercules 101	Domestic Offshore	September 2012	1,200	—
Hercules 252 (e)	Domestic Offshore	October 2012	8,000	—
Hercules 257	Domestic Offshore	November 2012	6,500	2,450
Hercules 259	Domestic Offshore	November 2012	8,000	6,441
Hercules 75	Domestic Offshore	December 2012	650	(911 )
Hercules 77	Domestic Offshore	December 2012	650	(825 )
Hercules 28	Inland (b)	December 2012	600	474
			\$69,016	\$32,214
2011:				
Hercules 78	Domestic Offshore	May 2011	\$1,700	\$20
Various (f)	Delta Towing (b)	May 2011	30,000	(13,359 )
Hercules 152	Domestic Offshore	July 2011	5,000	271
Hercules 190	Domestic Offshore	September 2011	2,000	1,440
Hercules 254	Domestic Offshore	September 2011	2,054	369
Hercules 800	Domestic Offshore	October 2011	1,360	843
Hercules 256	Domestic Offshore	December 2011	6,725	5,151
Hercules 2502	Domestic Offshore	December 2011	6,725	5,151
Hercules 2503	Domestic Offshore	December 2011	5,000	3,460
Hercules 2008	Domestic Offshore	December 2011	1,500	35
			\$62,064	\$3,381

(a) The Company completed the sale of its U.S. Gulf of Mexico liftboats and related assets.

(b) These gains (losses) have been reflected in the Consolidated Statements of Operations as discontinued operations.

(c) The Company completed the sale of eleven inland barge rigs and related assets.

(d) This represents the gain on the sale of Platform Rig 3 and related legal entities.

(e) During the third quarter of 2012, the Company realized an impairment charge related to the write-down of Hercules 252 (See Note 12).

(f) The Company completed the sale of substantially all of Delta Towing's assets.



Table of Contents

## HERCULES OFFSHORE, INC. AND SUBSIDIARIES

## NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

## Discontinued Operations

In May 2013, the Company entered into an agreement to sell eleven inland barge rigs, comprising the majority of the Inland segment fleet, and related assets for \$45 million, and in July 2013 the Company closed on the sale of these Inland assets. Additionally, in August 2013, the Company sold the Hercules 27 inland barge for \$5.1 million. In the second quarter of 2013, the Company recorded an impairment charge of \$40.9 million (\$40.7 million, net of taxes) related to the sale of the Inland barges. The results of operations of the Inland segment are reflected in the Consolidated Statements of Operations for the years ended December 31, 2013, 2012 and 2011 as discontinued operations.

In June 2013, the Company entered into an agreement to sell its U.S. Gulf of Mexico Liftboats and related assets. As a result of this transaction, the Company recorded an impairment charge of \$3.5 million (\$3.5 million, net of taxes) in the second quarter of 2013. In July 2013, the Company closed on the sale of the liftboats and related assets and received proceeds of approximately \$54.4 million. The results of operations of the Domestic Liftboats segment are reflected in the Consolidated Statements of Operations for the years ended December 31, 2013, 2012 and 2011 as discontinued operations.

In May 2011, the Company completed the sale of substantially all of Delta Towing's assets and certain liabilities for aggregate consideration of \$30 million in cash (the "Delta Towing Sale") and recognized a loss on the sale of \$13.4 million (\$8.2 million, net of taxes). In addition, the Company retained the working capital of its Delta Towing business which was approximately \$6 million at the date of sale. The results of operations of the Delta Towing segment are reflected in the Consolidated Statement of Operations for the year ended December 31, 2011 as discontinued operations.

Interest charges have been allocated to the discontinued operations of Delta Towing, Inland and Domestic Liftboats segments in accordance with FASB ASC 205-20, Discontinued Operations. The interest was allocated based on a pro rata calculation of the net assets sold as compared to the Company's consolidated net assets. Interest allocated to discontinued operations for Delta Towing was \$0.8 million for the year ended December 31, 2011. Interest allocated to discontinued operations for the Inland segment was \$1.4 million, \$3.6 million and \$4.1 million for the years 2013, 2012 and 2011, respectively. Interest allocated to discontinued operations for the Domestic Liftboats segment was \$1.2 million, \$2.8 million, and \$3.0 million for the years 2013, 2012 and 2011, respectively.

Operating results included in discontinued operations were as follows:

	Year Ended December 31,		
	2013	2012	2011
	(in thousands)		
Delta Towing:			
Revenue	\$—	\$—	\$9,822
Loss Before Income Taxes	\$—	\$—	\$(15,627)
Income Tax Benefit	—	—	6,019
Loss from Discontinued Operations, Net of Taxes	\$—	\$—	\$(9,608)
Inland:			
Revenue	\$15,782	\$28,015	\$28,180
Loss Before Income Taxes	\$(39,585)	\$(13,528)	\$(11,837)
Income Tax Benefit	2,587	5,435	4,689
Loss from Discontinued Operations, Net of Taxes	\$(36,998)	\$(8,093)	\$(7,148)
Domestic Liftboats:			
Revenue	\$29,625	\$63,552	\$52,607
Income (Loss) Before Income Taxes	\$(4,310)	\$3,240	\$(7,592)
Income Tax Benefit (Provision)	—	(1,151)	2,970
Income (Loss) from Discontinued Operations, Net of Taxes	\$(4,310)	\$2,089	\$(4,622)
Total:			

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Revenue	\$45,407	\$91,567	\$90,609
Loss Before Income Taxes	\$(43,895)	) \$(10,288)	) \$(35,056)
Income Tax Benefit	2,587	4,284	13,678
Loss from Discontinued Operations, Net of Taxes	\$(41,308)	) \$(6,004)	) \$(21,378)

70

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Table of Contents

## HERCULES OFFSHORE, INC. AND SUBSIDIARIES

## NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

## 7. Long-Term Incentive Awards

## Stock-based Compensation

The Company's 2004 Amended and Restated Long-Term Incentive Plan (the "2004 Plan") provides for the granting of stock options, restricted stock, phantom stock, performance stock awards and other stock-based awards to selected employees and non-employee directors of the Company. At December 31, 2013, approximately 4.3 million shares were available for grant or award under the 2004 Plan. The Compensation Committee of the Company's Board of Directors selects participants from time to time and, subject to the terms and conditions of the 2004 Plan, determines all terms and conditions of awards. The Company issues originally issued shares upon exercise of stock options and for restricted stock grants.

The Company has the following equity award grants under the 2004 Plan:

**Time-based awards** The Company granted time-based restricted stock awards to employees which vest 1/3 per year and time-based restricted stock awards to the Company's Directors which vest on the date of the Company's annual meeting of stockholders that follows the grant date. The grant-date fair value per share for these time-based restricted stock awards is equal to the closing price of the Company's stock on the grant date. Additionally, the Company previously granted stock options which vested 1/3 per year and have a maximum contractual term of 10 years.

**Objective-based awards** The Company granted additional compensation awards to employees that are based on the Company's achievement of certain Company-based performance objectives as well as the Company's achievement of certain market-based objectives. The awards granted in 2013, which cliff vest on the third anniversary of the grant date, are payable in shares at target levels when combined and in cash for the amount above target up to a maximum, as defined by the agreements. For the Chief Executive Officer's ("CEO") portion of these awards, the portion payable in cash is based on the achievement of certain market-based and Company-based performance objectives being met at levels slightly below target levels when combined. For 2012 and 2011 a portion of the awards were payable in shares of the Company's stock and vest 1/3 per year. For 2012 if the highest market-based and Company-based performance objectives were met, a portion of these awards were payable in cash and cliff vested at the first anniversary of the grant date. Additionally, the Company granted certain awards to its CEO that are based upon the Company's achievement of certain market-based objectives that, if met, will be payable in cash at the end of the vesting period, ("Performance Retention Awards") as well as a retention award outside of the 2004 Plan that was paid in cash at December 31, 2013, the end of a three-year vesting period. One of the CEO's Performance Retention Awards vested and was paid in cash as of December 31, 2013.

The Company recognized \$3.4 million, \$2.6 million and \$0.9 million in employee compensation expense during the years ended December 31, 2013, 2012 and 2011, respectively for all liability-based awards. For these awards, the related income tax benefit was \$0.9 million and \$0.3 million for the years ended December 31, 2012 and 2011, respectively, and there was no related income tax benefit in the year ended December 31, 2013. The Company recognized \$10.0 million, \$6.2 million and \$5.3 million in employee stock-based compensation expense for all share-settled awards during the years ended December 31, 2013, 2012 and 2011, respectively. For these awards, the related income tax benefit was \$2.2 million and \$1.8 million for the years ended December 31, 2012 and 2011, respectively and there was no related income tax benefit in the year ended December 31, 2013. The Company classified \$1.0 million, thirteen thousand and \$0.9 million in excess tax benefits as a financing cash inflow for the years ended December 31, 2013, 2012 and 2011, respectively. The Company's estimate of future expense relating to restricted stock and liability-based awards granted through December 31, 2013 as well as the remaining vesting period over which the associated expense is to be recognized is presented in the following table:

	December 31, 2013	
	Unrecognized Compensation Expense (in thousands)	Weighted Average Remaining Term (in years)
Time-based Restricted Stock Awards	\$5,068	1.0



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Objective-based Awards (share settled)	4,832	1.2
Objective-based Awards (cash settled)	560	1.0

The Company uses various assumptions to estimate the fair value of the Company's objective-based awards. The Company uses the historical volatility of its common stock to estimate volatility while the dividend yield assumption was based

71

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Table of Contents

## HERCULES OFFSHORE, INC. AND SUBSIDIARIES

## NOTES TO CONSOLIDATED FINANCIAL STATEMENTS — (Continued)

on historical and anticipated dividend payouts. The risk-free interest rate assumption was based on observed interest rates consistent with the approximate vesting period.

**Objective-based Awards (cash settled)**

The Company accounts for awards, or the portion of the awards, requiring cash settlement under stock-compensation principles of accounting as liability instruments. The fair value of all liability instruments are being remeasured based on the awards' estimated fair value at the end of each reporting period and are being recorded to expense over the vesting period. The awards that are based on the Company's achievement of market-based objectives related to the Company's stock price are valued using a Monte Carlo simulation based on the following weighted-average assumptions:

	December 31, 2013		December 31, 2012		December 31, 2011	
	Performance Retention Awards	Restricted Stock Market-Based	Performance Retention Awards	Restricted Stock Market-Based	Performance Retention Awards	
Dividend yield	—	—	—	—	—	
Expected price volatility	65.0	% 44.1	% 65.0	% 65.0	% 65.0	%
Risk-free interest rate	0.1	% 0.4	% 0.2	% 0.1	% 0.3	%
Stock price (a)	\$6.52	\$6.52	\$6.17	\$6.17	\$4.44	
Fair value	\$4.19	\$6.19	\$3.24	\$6.17	\$1.83	

(a) The stock price represents the closing price of the Company's common stock at the valuation date.

**Stock Option Awards**

The following table summarizes stock option activity under the 2004 Plan as of December 31, 2013 and changes during the year then ended:

Stock Options	Shares	Weighted-Average Exercise Price	Weighted-Average Remaining Contractual Term	Aggregate Intrinsic Value
				(in thousands)
Outstanding at January 1, 2013	3,585,241	\$8.36	5.78	\$8,241
Granted	—	—		
Exercised	(96,316)	3.47		
Forfeited	—	—		
Expired	(51,750)	11.48		
Outstanding at December 31, 2013	3,437,175	8.45	4.82	8,757
Vested or Expected to Vest at December 31, 2013	3,437,175	8.45	4.82	8,757
Exercisable at December 31,				