1. OCCURRED DATE: 08-JUL-2014 TIME: 2035 HOURS

2. OPERATOR: Chevron U.S.A. Inc. REPRESENTATIVE: TELEPHONE: CONTRACTOR: Transocean Offshore REPRESENTATIVE: TELEPHONE:

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR ON SITE AT TIME OF INCIDENT:

4. LEASE: G27698 AREA: KC LATITUDE: BLOCK: 10 LONGITUDE:

5. PLATFORM: RIG NAME: T.O. DISCOVERER INDIA

6. ACTIVITY: EXPLORATION (POE) DEVELOPMENT/PRODUCTION (DOCD/POD)

7. TYPE:

<table>
<thead>
<tr>
<th>Item</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>HISTORIC INJURY</td>
<td>REQUIRED EVACUATION 1</td>
</tr>
<tr>
<td>LTA (1-3 days)</td>
<td>LTA (&gt;3 days)</td>
</tr>
<tr>
<td>RW/JT (1-3 days)</td>
<td>RW/JT (&gt;3 days)</td>
</tr>
<tr>
<td>Other Injury</td>
<td>1 medical eval.</td>
</tr>
<tr>
<td>PATIALITY</td>
<td>POISON</td>
</tr>
<tr>
<td>FIRE</td>
<td>EXPLOSION</td>
</tr>
<tr>
<td>LWC</td>
<td>HISTORIC BLOWOUT</td>
</tr>
<tr>
<td>UNDERGROUND</td>
<td>SURFACE</td>
</tr>
<tr>
<td>DEVERTER</td>
<td>SURFACE EQUIPMENT FAILURE OR PROCEDURES</td>
</tr>
<tr>
<td>COLLISION</td>
<td>HISTORIC</td>
</tr>
</tbody>
</table>

8. CAUSE:

<table>
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<tr>
<th>Item</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>EQUIPMENT FAILURE</td>
<td>HUMAN ERROR</td>
</tr>
<tr>
<td>EXTERNAL DAMAGE</td>
<td>SLIP/TRIP/FALL</td>
</tr>
<tr>
<td>WEATHER RELATED</td>
<td>LEAK</td>
</tr>
<tr>
<td>UPSET H2O TREATING</td>
<td>OVERBOARD DRILLING FLUID</td>
</tr>
<tr>
<td>OTHER</td>
<td></td>
</tr>
</tbody>
</table>

9. WATER DEPTH: 3958 FT.

10. DISTANCE FROM SHORE: 218 MI.

11. WIND DIRECTION: SE SPEED: 6 M.P.H.

12. CURRENT DIRECTION: S SPEED: 1 M.P.H.

13. SEA STATE: 1 FT.
Rig personnel were skidding a section of 13 feet 4 inch X 6 feet L-shaped handrail/extension approximately 20 feet on Port Aft production deck when one of the legs contacted a light pole causing the handrail to stop. Injured Person (IP) was behind handrail pushing and was struck in the mouth by one of the legs chipping his front teeth.

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17. INVESTIGATION FINDINGS:

18. LIST THE PROBABLE CAUSE(S) OF ACCIDENT:

1. IP did not focus on position of the leg in reference to the light pole.
2. A verbal JSEA and Risk Assessment Prompt Card was done, but rig personnel were not required to turn card into management to allow the job task to be assessed for hazards.
3. There were not enough personnel to perform the job task safely.

19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT:

1. No personnel used as a spotter while moving handrail extension.
2. No written JSEA.
3. No mechanical means utilized to perform job task.

20. LIST THE ADDITIONAL INFORMATION:

No additional information.

21. PROPERTY DAMAGED: None
NATURE OF DAMAGE: None

ESTIMATED AMOUNT (TOTAL): $

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

The Lake Jackson District has no recommendations to the Regional office for this event.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

08-JUL-2014

26. ONSITE TEAM MEMBERS:

James Holmes /

29. ACCIDENT INVESTIGATION
   PANEL FORMED: NO

   OCS REPORT:

30. DISTRICT SUPERVISOR:

   John McCarroll

   APPROVED DATE: 15-SEP-2014

   For Public Release