



June 27, 2019

BY EMAIL

Bermuda Electric Light Co. Ltd.  
P.O. Box HM 1026  
Hamilton HM DX

**Attn: David Faries, VP Finance & Financial Controller**

Dear Mr. Faries,

**Re: Fuel Adjustment Rate Filing – July 1, 2019 to July 31, 2019**

The Regulatory Authority of Bermuda (the “Authority”) has reviewed the July 2019 FAR filing submitted by Bermuda Electric Light Co. Ltd. (“BELCO”) on 10 June 2019 requesting to maintain the current Fuel Adjustment Rate (FAR) of \$0.1375.

Based on its review, the Authority approves the current rate of \$0.1375.

Yours sincerely,

**Markez Laws**  
Regulatory Finance Analyst

*Cc: Monique Lister—Senior Legal Advisor  
Nigel Burgess – Senior Manager Electricity Analysis and Planning  
Jozelle Opoku – Head of Regulatory Finance*

June 10, 2019

Regulatory Authority of Bermuda  
Craig Appin House, 1<sup>st</sup> Floor  
8 Wesley Street  
Hamilton HM 11

**Attention: Mr. Denton Williams, Chief Executive**

**TARIFF FILING**

Dear Sirs,

This is to advise you that we wish to make the following changes to the fuel adjustment rate ("FAR"):

**Maintain the existing rate of 13.75 cents per kilowatt-hour sold for July 2019.**

Our current submission is provided using the minimum filing report (MFR) format established by the former Energy Commission. Please note the Commercial Renewable System Excess Energy Rate (CRSEER) representing the rate BELCO would pay commercial owners for excess energy generated but not consumed and exported to BELCO no longer used has been calculated and included in our August 2018 FAR MFR submission as directed per Regulatory Authority letter dated 18 April 2017.

The actual fuel adjustment cost recovery position as at 31<sup>st</sup> May 2019 was \$235,441 over recovered as compared to the \$182,350 under recovery position projected in our last filing. The \$417,791 favorable variance is due to:

- The total actual barrels of fuel consumed in May were 4,998 barrels lower than projected, resulting in a positive impact on the recovery position of \$351,947;
- Net price variance negatively impacted the recovery position by \$1,775; and
- Actual May electric sales were 337,483 KWH's higher than projected. This variance resulted in a net positive impact on the fuel recovery position of \$67,619.

Our detailed working paper supporting this analysis has been included in the MFR (please refer to Page 17 "FAR Recovery Variance Analysis") as requested per the Authority's email dated 25 January 2017.



441 295 5111

P.O. BOX HM 1026  
HAMILTON, HM DX  
BERMUDA

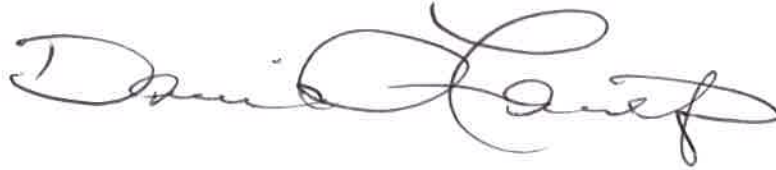
27 SERPENTINE RD  
HAMILTON, HM 07  
BERMUDA

BELCO.BM

Should you have any questions concerning the above, please do not hesitate to contact us.

Yours sincerely,

BERMUDA ELECTRIC LIGHT COMPANY LIMITED



David Faries, CPA, CA, JP  
Vice President, Finance & Group Controller

441 295 5111

P.O. BOX HM 1026  
HAMILTON, HM DX  
BERMUDA

27 SERPENTINE RD  
HAMILTON, HM 07  
BERMUDA

BELCO.BM



BELCO



Bermuda Electric Light Company Limited

Fuel Adjustment Submission

**FOR PUBLIC DISCLOSURE**

July 2019

This submission is filed by Bermuda Electric Light Company Limited (“BELCO”) with the Regulatory Authority of Bermuda (the “Authority”) using the minimum filing requirements (“MFR”) format established by the Energy Commission in its directive letter sent to BELCO dated December 30, 2013.

In accordance with Section 33 of the Regulatory Authority Act 2011, BELCO claims confidentiality over certain information provided to the Authority. That information is therefore excluded from the redacted version of this filing on the grounds that disclosure of the information would have, or could reasonably be expected to have, an adverse effect on BELCO’s commercial interests

# Fuel Adjustment Submission

## Table of Contents

	<b>PAGE</b>
Graph - Cost per Barrel of Heavy Fuel Oil Purchased	<a href="#"><u>3</u></a>
Graph - Cost per Barrel of Diesel Fuel Oil Purchased	<a href="#"><u>4</u></a>
Table of Heavy Fuel Oil Inventory Activity	<a href="#"><u>5</u></a>
Graph - Heavy Fuel Oil Inventory Activity	<a href="#"><u>6</u></a>
Table of Diesel Fuel Oil Inventory Activity	<a href="#"><u>7</u></a>
Graph - Diesel Fuel Oil Inventory Activity	<a href="#"><u>8</u></a>
Table of Heavy Fuel Oil Costs Per Shipment	<a href="#"><u>9</u></a>
Table of Diesel Fuel Oil Per Shipment	<a href="#"><u>10</u></a>
Graph - Barrels of Fuel Consumed	<a href="#"><u>11</u></a>
Graph - Fuel Consumption & Kilowatt Hours Sold	<a href="#"><u>12</u></a>
Graph - Kilowatt Hours Sold	<a href="#"><u>13</u></a>
Graph - Maximum 15-Minute & Hourly Peak Kilowatt Hour Demand	<a href="#"><u>14</u></a>
Graph - Fuel Adjustment Rate vs. Platt's Indices for Heavy & Diesel Fuel	<a href="#"><u>15</u></a>
Fuel Adjustment Over/(Under) Recovery - Previous Month	<a href="#"><u>16</u></a>
FAR Recovery Variance Analysis	<a href="#"><u>17</u></a>
Fuel Consumption Projections - Forward Three Months	<a href="#"><u>18</u></a>
Fuel Adjustment Over/(Under) Recovery Projections - Existing Rate	<a href="#"><u>19</u></a>
Fuel Adjustment Over/(Under) Recovery Projections - Requested Rate	<a href="#"><u>20</u></a>
Fuel Adjustment Over/(Under) Recovery Projections - Full Cost	<a href="#"><u>21</u></a>
Generators Available for Service - Previous Month	<a href="#"><u>22</u></a>
Generators Out of Service - Previous Month	<a href="#"><u>23</u></a>
Scheduled Generator Maintenance - Filing Period	<a href="#"><u>24</u></a>
Other Events Affecting The Fuel Adjustment Calculation	<a href="#"><u>25</u></a>

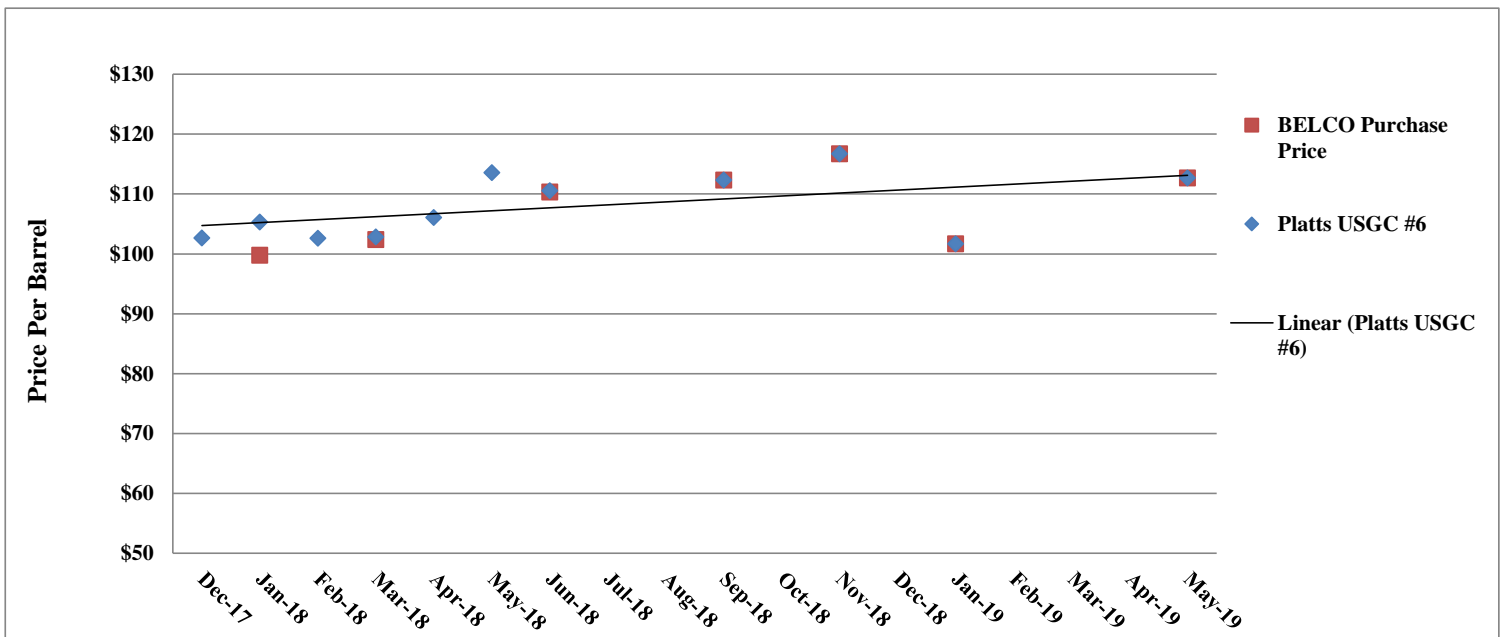


Heavy Fuel Oil Purchased

Versus

Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel Oil

Previous Twelve Months

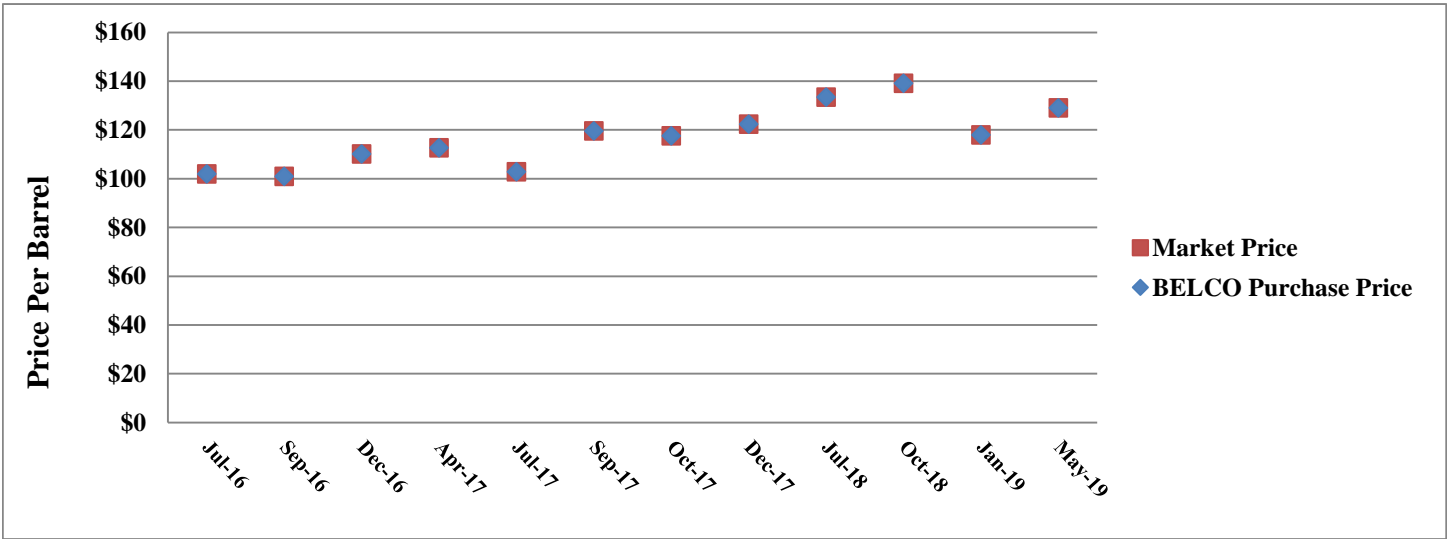


N.B. In accordance with the Fuel Supply Agreement for Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel Oil between BELCO and Shell Western Trading Limited, the contracted price is stipulated as the 30-day average for Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel Oil.



**Diesel Fuel Oil Purchased**

**Previous Twelve Shipments**



N.B. In accordance with the Fuel Supply Agreement for No. 2 Diesel Oil between BELCO and Coral Petroleum Company Limited, the contracted price is stipulated as the Platt's U.S. Gulf Coast Waterborne mid Ultra Low Sulfur Diesel, 3-day average center Bill of Lading Date which is the date the fuel is loaded on to the vessel. As BELCO does not enter into forward contracts for the supply of diesel fuel, the price BELCO pays is equal to the Platt's price.

# BELCO

## Heavy Fuel Oil Inventory Activity

### Previous Twelve Months

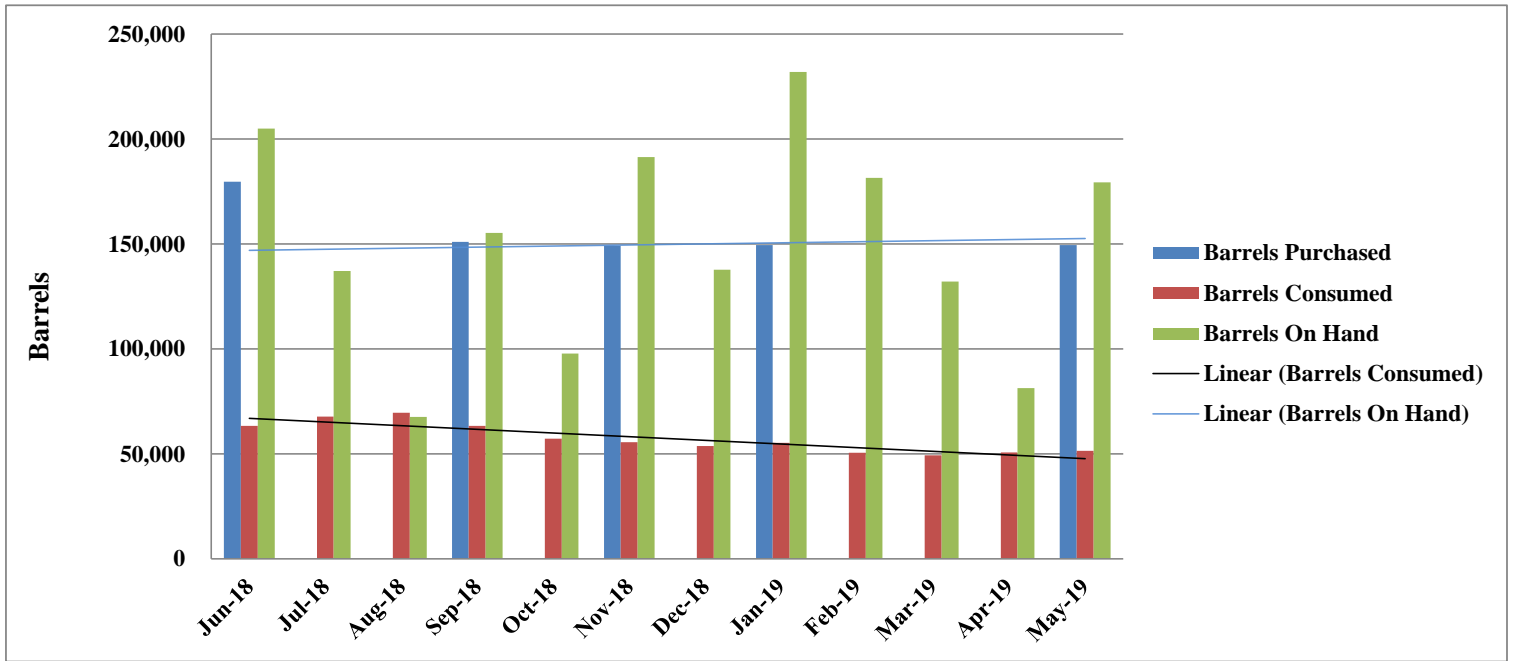
<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
June, 2018	179,633.98	63,386.00	205,010.51
July, 2018	-	67,766.00	137,244.51
August, 2018	-	69,598.00	67,646.51
September, 2018	151,041.71	63,446.00	155,242.22
October, 2018	-	57,353.55	97,888.67
November, 2018	149,179.63	55,588.00	191,480.30
December, 2018		53,736.37	137,743.93
January, 2019	149,575.27	55,288.23	232,030.97
February, 2019	-	50,570.00	181,460.97
March, 2019	-	49,321.00	132,139.97
April, 2019	-	50,778.57	81,361.40
May, 2019	149,491.98	51,478.78	179,374.60





## Graph of Heavy Fuel Oil Inventory Activity

### Previous Twelve Months





## Diesel Fuel Oil Inventory Activity

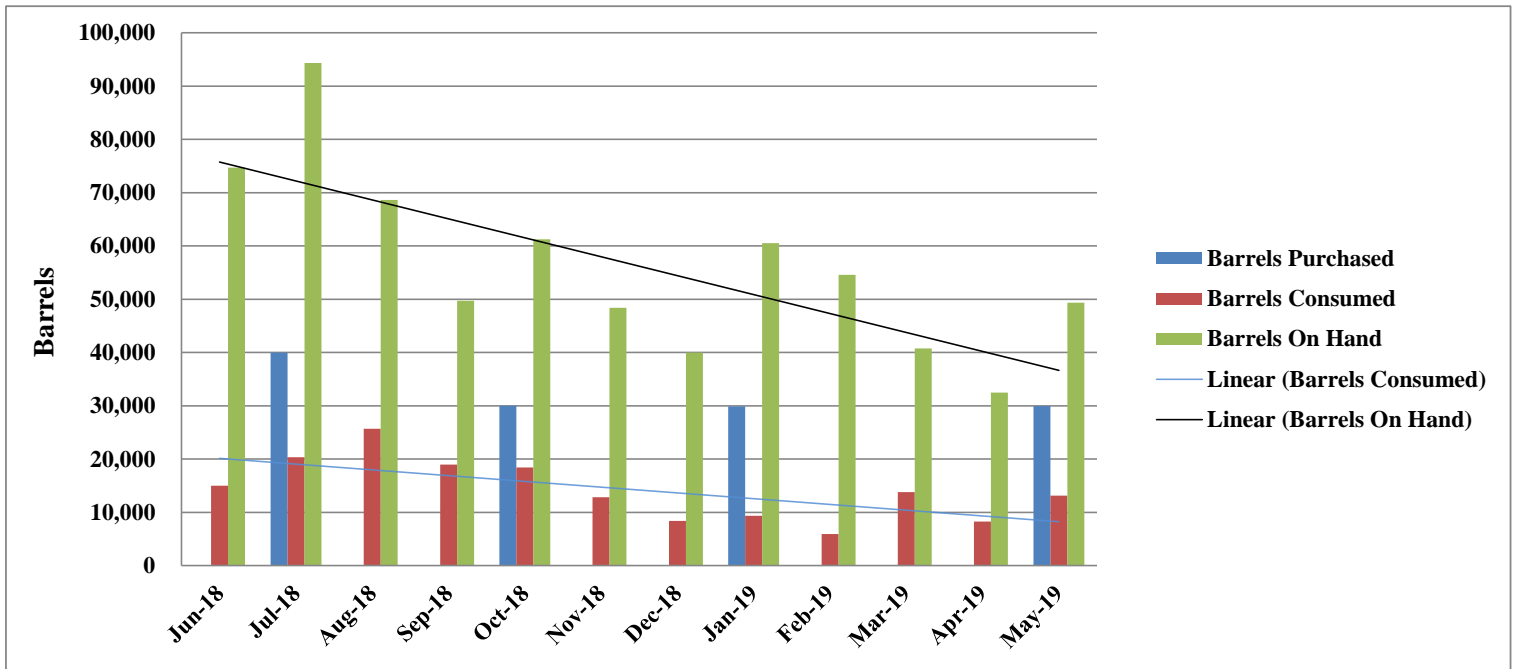
### Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
June, 2018	-	15,027.01	74,700.81
July, 2018	39,967.59	20,336.75	94,331.65
August, 2018	-	25,676.02	68,655.63
September, 2018	-	18,960.72	49,694.91
October, 2018	29,993.15	18,461.22	61,226.84
November, 2018		12,816.47	48,410.37
December, 2018		8,405.87	40,004.50
January, 2019	29,920.00	9,376.46	60,548.04
February, 2019	-	5,950.39	54,597.65
March, 2019	-	13,810.48	40,787.17
April, 2019	-	8,299.01	32,488.16
May, 2019	29,985.00	13,140.09	49,333.07



## Graph of Diesel Fuel Oil Inventory Activity

### Previous Twelve Months





## **Heavy Fuel Oil Costs Per Shipment**

In accordance with Part 4, Paragraph 26A Clause (1)(c)(i) of the Bermuda Energy Act 2009, certain information provided to the Bermuda Energy Commission has been designated as confidential on the grounds that it could result in material financial loss or gain to any person and therefore has been excluded.

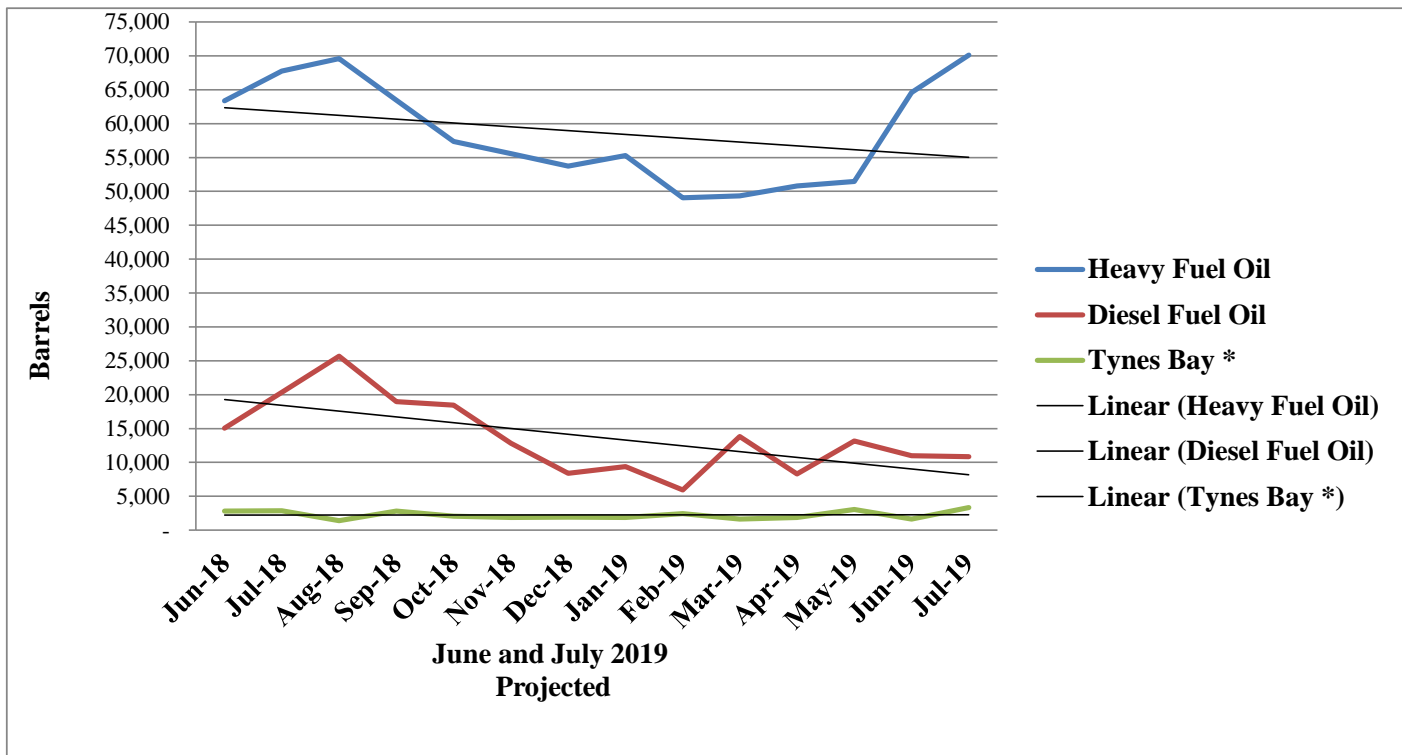


## **Diesel Fuel Oil Costs Per Shipment**

In accordance with Part 4, Paragraph 26A Clause (1)(c)(i) of the Bermuda Energy Act 2009, certain information provided to the Bermuda Energy Commission has been designated as confidential on the grounds that it could result in material financial loss or gain to any person and therefore has been excluded.



**Barrels of Fuel Consumed**  
**Previous Twelve Months**  
**Plus Two Month Forward Projection**



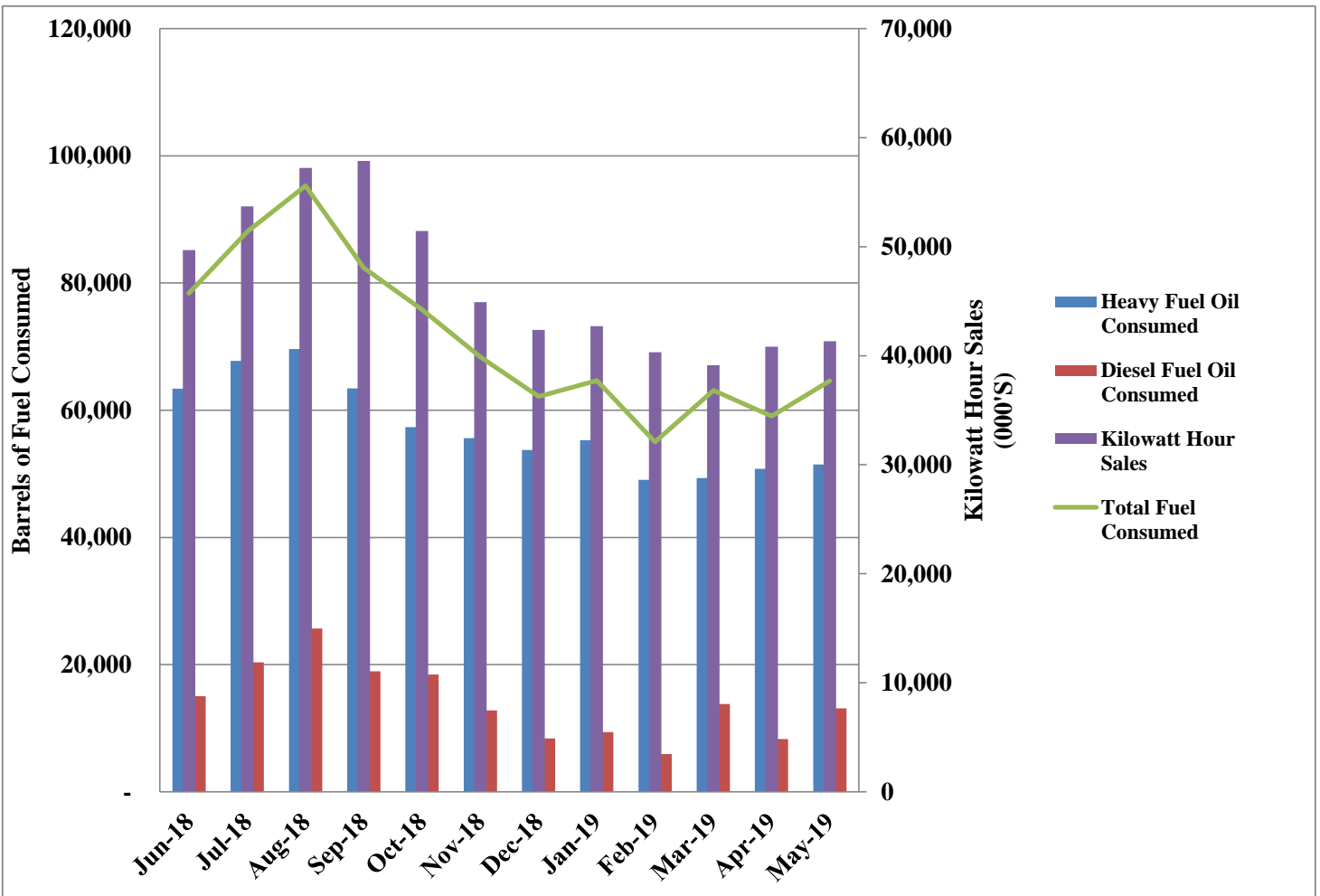
\* BELCO calculates an efficiency rating for its generators on a monthly basis. This is calculated as the estimated kilowatt hours that will be generated that month divided by the estimated number of barrels of fuel that will be used. Therefore, the equivalent barrels of fuel is calculated for Tynes Bay as the amount of kilowatt hours delivered by Tynes Bay to BELCO divided by this budgeted efficiency rating.



**Fuel Consumption**

**Versus**

**Kilowatt Hour Sales**

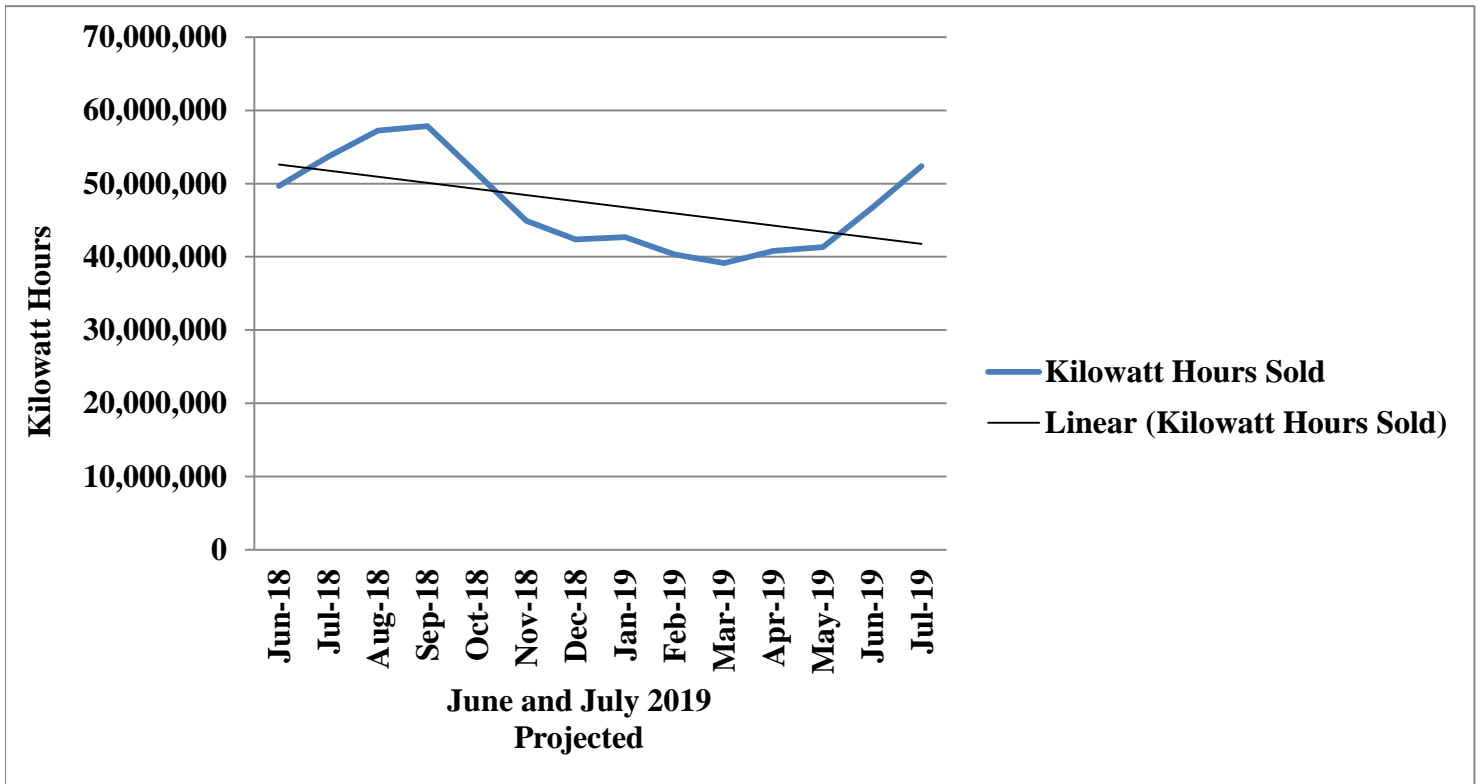


# BELCO

## Kilowatt Hour Sales

Previous Twelve Months

Plus Two Month Forward Projection

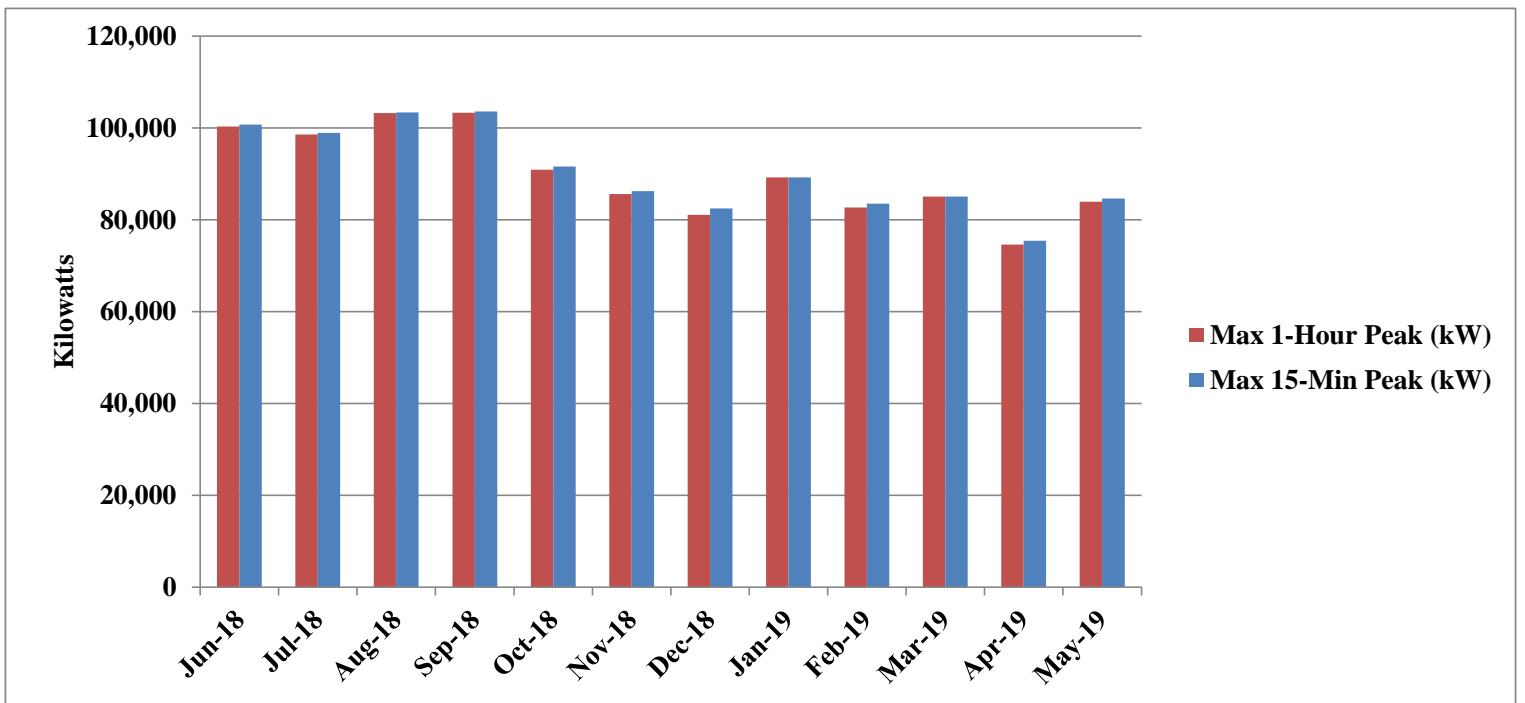






## Maximum 15-Minute & Hourly Peak Kilowatt Hour Demand

Previous Twelve Months

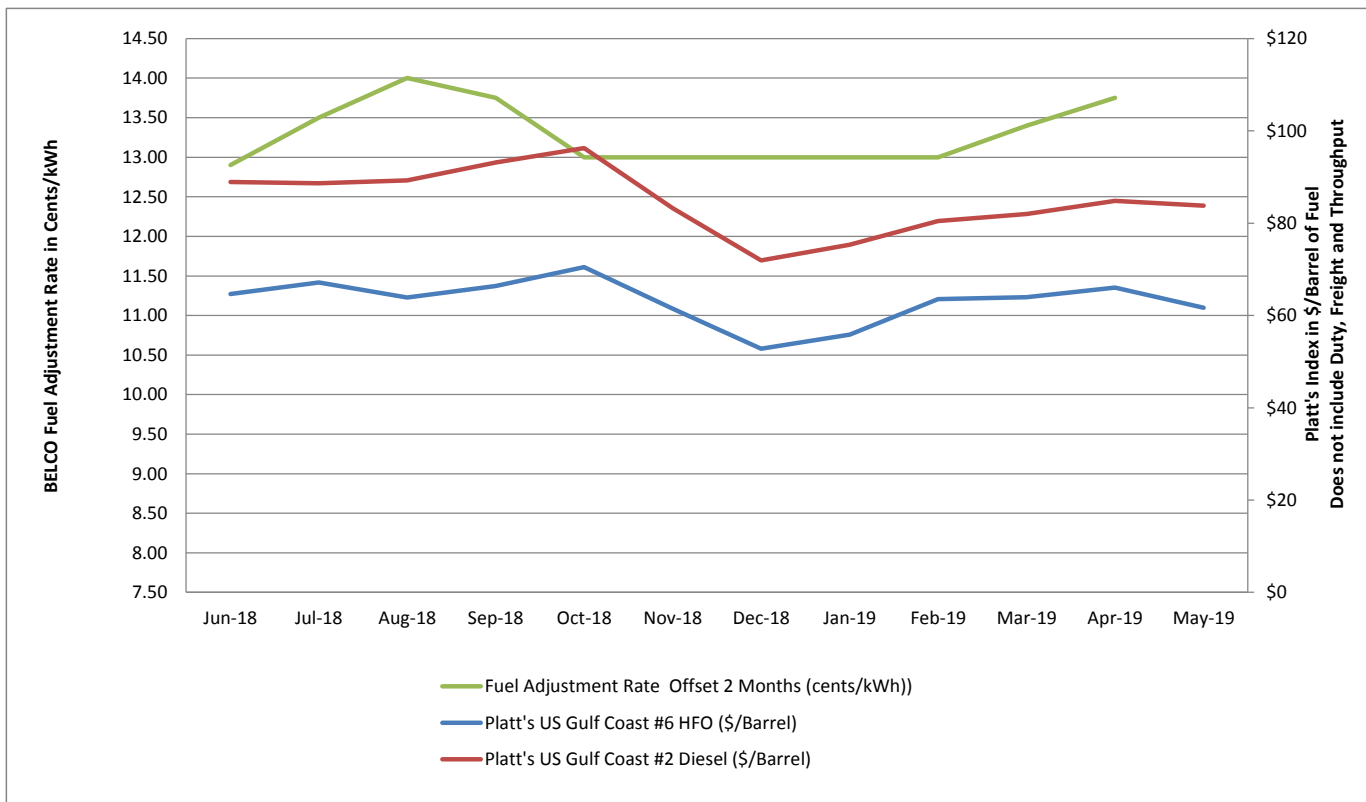




### Fuel Adjustment Rate

Versus

### Platt's Indices for Heavy and Diesel Fuel Oils



# BELCO

## Fuel Adjustment Over / (Under) Recovery

For the Month Ended 31 May 2019

	\$	\$	\$
<b>Opening Balance at 1 May 2019</b>			<b>(73,580)</b>
 <b><u>Fuel Consumption</u></b>			
Diesel - 2,568.16 @ \$138.7672	356,376		
Diesel - 10,571.93 @ \$118.7798	1,255,732		
Less: Fuel Consumption @ \$30/bbl	<u>(394,203)</u>	1,217,905	
 Heavy - 51,478.78 bbls @ \$101.6962	 5,235,196		
Less: Fuel Consumption @ \$30/bbl	<u>(1,544,363)</u>	3,690,833	
 Tynes Bay - 2,218,056 kWh @ \$0.185	 410,340		
Less: (2,218,056 kWh /727.65) 3,048.25 bbls @ \$30/bbl	<u>(91,448)</u>	318,892	
		5,227,630	
 Deduct: Fuel Adjustment Revenue		<u>5,536,651</u>	
 May over / (under) recovery			309,021
 <b>Ending Balance at 31 May 2019</b>			<b><u>235,441</u></b>



**Fuel Adjustment Over / (Under) Cost Recovery Variance Analysis**

**For the Month Ended 31 May 2019**

	Diesel	Heavy	Tynes Bay	Total
<b>Cost Analysis:</b>				
<b>Projections:</b>				
Barrels	13,610	56,499	2,556	72,665
Total Fuel Adjustment Cost	\$ 1,259,624	\$ 4,050,764	\$ 267,414	\$ 5,577,802
Fuel Adjustment Cost / Barrel	\$ 92.55	\$ 71.70	\$ 104.61	\$ 76.76
<b>Actual:</b>				
Barrels	13,140	51,479	3,048	67,667
Total Fuel Cost	1,612,108	\$ 5,235,194	\$ 410,340	\$ 7,257,642
Total Fuel Adjustment Cost	\$ 1,217,905	\$ 3,690,831	\$ 318,893	\$ 5,227,629
Fuel Adjustment Cost / Barrel	\$ 92.69	\$ 71.70	\$ 104.62	\$ 77.26

**Sales Analysis:**

FAR (cents/kwh) **13.40** Requested  
**13.40** Approved

		Total KWH Sales	Total \$ Sales
Fuel Adjustment Sales	Projected:	40,813,674	\$ 5,469,032
	Actual:	41,328,282	\$ 5,536,651
	Variance	514,608	\$ 67,619
	% Variance	1.26%	1.24%

<b>Summary - projected vs. actual variances:</b>				
	Diesel	HFO	Tynes Bay	Total (Rounded)
Quantity (Barrels):	470	5,020	(492)	4,998
<b>Costs:</b>				
Price variance	\$ (1,772)	\$ 2	\$ (2)	\$ (1,772)
Quantity variance	\$ 43,491	\$ 359,931	\$ (51,477)	\$ 351,945
Total variance	\$ 41,719	\$ 359,933	\$ (51,479)	\$ 350,173
<b>Sales:</b>				\$ 67,619
Total projected vs. actual variance (May 2019)				\$ 417,792

Fuel Adjustment Over / (Under) Cost Recovery (General Ledger Account 24205)	Projected \$	Actual \$
Opening Balance at 1 May 2019	(73,580)	(73,580)
Projected change in over / (under) recovery position	(108,770)	(108,770)
Variance (Actual vs. Projected) - see above		417,792
Actual change in over / (under) recovery position	(108,770)	309,022
Ending Balance at 31 May 2019	(182,350)	235,441



## Fuel Consumption Projections

### Forward Three Months

Shipment Date	Type	Hedged	Amount (Barrels)	Total Cost/Barrel	FADJ (less \$30/bbl)
January 2019	Heavy	No	29,882.62	101.6962	71.6962
May 2019	Heavy	No	149,491.98	112.7011	82.7011
July 2019*	Heavy	No	150,000.00	108.1262	78.1262
January 2019	Diesel	No	19,348.07	118.7798	88.7798
May 2019	Diesel	No	29,985.00	128.9776	98.9776

\*estimated based on May 2019 Platt's average



**Fuel Adjustment Over/(Under) Recovery Projections**

**At Existing Fuel Adjustment Rate**

**Three Months Forward**

<b>Over (Under) Recovery account as at end of previous month:</b>						<b>\$ 235,441</b>
<b>Projected kWh Sales - June 2019</b>	46,706,261		FADJ	13.75		\$ 6,422,111
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>January 2019</b>	10,965	\$ (88.78)	\$ (973,470.51)	
	<b>Heavy</b>	<b>January 2019</b>	29,883	\$ (71.70)	\$ (2,142,470.30)	
	<b>Heavy</b>	<b>May 2019</b>	34,723	\$ (82.70)	\$ (2,871,661.60)	
	<b>Tynes Bay</b>	<b>N/A</b>	1,614	\$ (102.06)	\$ (164,704.80)	
	<b>Total Barrels</b>		<b>77,185</b>			269,804
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>505,244</b>
<b>Projected kWh Sales - July 2019</b>	52,400,904		FADJ	13.75		\$ 7,205,124
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>January 2019</b>	8,383	\$ (88.78)	\$ (744,247.28)	
	<b>Diesel</b>	<b>May 2019</b>	2,457	\$ (98.98)	\$ (243,181.16)	
	<b>Heavy</b>	<b>May 2019</b>	70,106	\$ (82.70)	\$ (5,797,843.07)	
	<b>Tynes Bay</b>	<b>N/A</b>	3,331	\$ (102.24)	\$ (340,529.40)	
	<b>Total Barrels</b>		<b>75,894</b>			79,323
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>584,568</b>
<b>Projected kWh Sales - August 2019</b>	54,695,632		FADJ	13.75		\$ 7,520,649
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>May 2019</b>	13,755	\$ (98.98)	\$ (1,361,437.57)	
	<b>Heavy</b>	<b>May 2019</b>	44,663	\$ (82.70)	\$ (3,693,645.99)	
	<b>Heavy</b>	<b>July 2019*</b>	23,896	\$ (78.13)	\$ (1,866,934.93)	
	<b>Tynes Bay</b>	<b>N/A</b>	3,764	\$ (101.66)	\$ (382,595.10)	
	<b>Total Barrels</b>		<b>86,078</b>			216,036
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>800,604</b>



**Fuel Adjustment Over/(Under) Recovery Projections**

**At Requested Fuel Adjustment Rate**

**Three Months Forward**

<b>Over (Under) Recovery account as at end of previous month:</b>						<b>\$ 235,441</b>
<b>Projected kWh Sales - June 2019</b>	46,706,261		FADJ	13.75		\$ 6,422,111
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>January 2019</b>	10,965	\$ (88.78)	\$ (973,470.51)	
	<b>Heavy</b>	<b>January 2019</b>	29,883	\$ (71.70)	\$ (2,142,470.30)	
	<b>Heavy</b>	<b>May 2019</b>	34,723	\$ (82.70)	\$ (2,871,661.60)	
	<b>Tynes Bay</b>	<b>N/A</b>	1,614	\$ (102.06)	\$ (164,704.80)	
	<b>Total Barrels</b>		<b>77,185</b>			269,804
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>505,244</b>
<b>Projected kWh Sales - July 2019</b>	52,400,904		FADJ	13.75		\$ 7,205,124
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>January 2019</b>	8,383	\$ (88.78)	\$ (744,247.28)	
	<b>Diesel</b>	<b>May 2019</b>	2,457	\$ (98.98)	\$ (243,181.16)	
	<b>Heavy</b>	<b>May 2019</b>	70,106	\$ (82.70)	\$ (5,797,843.07)	
	<b>Tynes Bay</b>	<b>N/A</b>	3,331	\$ (102.24)	\$ (340,529.40)	
	<b>Total Barrels</b>		<b>75,894</b>			79,323
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>584,568</b>
<b>Projected kWh Sales - August 2019</b>	54,695,632		FADJ	13.75		\$ 7,520,649
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>May 2019</b>	13,755	\$ (98.98)	\$ (1,361,437.57)	
	<b>Heavy</b>	<b>May 2019</b>	44,663	\$ (82.70)	\$ (3,693,645.99)	
	<b>Heavy</b>	<b>July 2019*</b>	23,896	\$ (78.13)	\$ (1,866,934.93)	
	<b>Tynes Bay</b>	<b>N/A</b>	3,764	\$ (101.66)	\$ (382,595.10)	
	<b>Total Barrels</b>		<b>86,078</b>			216,036
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>800,604</b>



**Commercial Renewable System Excess Energy Rate ("CRSEER")**

**At Requested Fuel Adjustment Rate - Full Cost**

<b>Projected Over (Under) Recovery account as at end of May: \$</b>						<b>505,244</b>
<b>Projected kWh Sales - July 2019</b>	52,400,904		CRSEER	18.57	\$	9,730,848
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>January 2019</b>	8,383	\$ (118.78)	\$ (995,739.38)	
	<b>Diesel</b>	<b>May 2019</b>	2,457	\$ (128.98)	\$ (316,889.06)	
	<b>Heavy</b>	<b>May 2019</b>	70,106	\$ (112.70)	\$ (7,901,023.07)	
	<b>Tynes Bay</b>	N/A	3,331	\$ (132.24)	\$ (440,448.00)	
	<b>Total Barrels</b>		<b>75,894</b>			76,748
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>581,993</b>
<b>Projected kWh Sales - August 2019</b>	54,695,632		CRSEER	18.48	\$	10,107,753
<b>Projected fuel consumed</b>		<b>Shipment Date</b>	<b>Barrels</b>	<b>FADJ Cost/Barrel</b>	<b>Total Cost</b>	
	<b>Diesel</b>	<b>May 2019</b>	13,755	\$ (128.98)	\$ (1,774,087.57)	
	<b>Heavy</b>	<b>May 2019</b>	44,663	\$ (112.70)	\$ (5,033,523.99)	
	<b>Heavy</b>	<b>July 2019*</b>	23,896	\$ (108.13)	\$ (2,583,826.93)	
	<b>Tynes Bay</b>	N/A	3,764	\$ (131.66)	\$ (495,504.00)	
	<b>Total Barrels</b>		<b>86,078</b>			220,810
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>802,803</b>

Note: CRSEER is calculated to have no impact on the FAR over (under) recovery balance



# BELCO

## Generators Available for Service

May 2019

Generator	Available	Type of fuel Consumed	Barrels of Fuel Consumed	Efficiency Rating*
E1	Yes	HFO	6,434	681
E2	Yes	HFO	2,781	694
E3	Yes	HFO	6,520	695
E4	Yes	HFO	7,070	702
E5	Yes	HFO	12,548	702
E6	No	HFO	-	NA
E7	Yes	HFO	11,829	737
E8	No	HFO	8,945	736
D3	Yes	LFO	3,208	614
D8	Yes	LFO	3,890	620
D10	Yes	LFO	2,433	584
D14	Yes	LFO	833	578
GT4	No	LFO	-	NA
GT5	No	LFO	302	387
GT6	No	LFO	-	NA
GT7	Yes	LFO	96	438
GT8	Yes	LFO	28	428

\* Efficiency Rating = Amount of kilowatt hours generated per barrel consumed



## Generators Out of Service

**May 2019**

Unit	Category	Type	Forced Outage Details	Outage Date	Return Date
E4	Main Engine	FO (Immediate)	Cylinder 5L start air blank failure	5/29/19	6/3/19
E1	Main Engine	PO	4K service	5/19/19	6/4/19
E8	Main Engine	FO (Postpone)	control air regulator fault	5/18/19	5/18/19
E3	Main Engine	FO (Postpone)	cylinder #1 RHS fuel leak from upper pipe to fuel pump	5/18/19	5/19/19
E3	Main Engine	FO (Postpone)	Nut shell pipe broken on RHS T/C	5/17/19	5/17/19
E8	Main Engine	FO (Immediate)	Unit tripped due to low lube oil pressure.	5/17/19	5/17/19
D14	Auxiliary Systems	FO (Immediate)	SCW leak at radiator fans. Bundle isolated and unit returned to service	5/14/19	5/14/19
E3	Main Engine	MO	3L cylinder head removal	5/12/19	5/16/19
D10	Electrical System	FO (Start-Up Failure)	ION meter was changed and now there is limited communication with OPS center unit is now F/O	5/10/19	5/10/19
D10	Electrical System	MO	to change ION meter	5/9/19	5/10/19
E3	Main Engine	MO	Fuel leak on cylinder 1R	5/8/19	5/9/19
D14	Auxiliary Systems	MO	Lube oil filters changed.	5/7/19	5/7/19
E8	Main Engine	FO (Postpone)	Forced Out for RHS Turbocharger Outlet Bellows Failure	5/2/19	5/10/19
E3	Main Engine	MO	RHS T/C inlet exhaust Temp indicator and repair to air springs	5/1/19	5/2/19



## Scheduled Generator Maintenance

**Jun-19**

<b>Generator</b>	<b>Maintenance Type</b>	<b>Outage Date</b>	<b>Return Date</b>
E6	12k Service	2/28/2019	7/31/2019
D10	4.5K Service	6/3/2019	6/13/2019
D14	Exhaust Repairs	6/10/2019	6/22/2019
E4	4.5K Service	6/24/2019	6/30/2019



### **Other Events Affecting the Fuel Adjustment Rate**

- 1. Details of any insurance claims submitted by BELCO which directly impact the Fuel Adjustment Rate.**  
No insured losses have been incurred by BELCO during the filing period that would result in a potential insurance claim.
  
- 2. Any major events that have a direct impact on the Fuel Adjustment Rate.**  
None