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PLEASE QUOTE OUR REF.

January 11, 2018

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

**Attention: Mr. Mathew Copeland, 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 10.25 cents per kilowatt-hour sold for February 2018.**

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 February 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> December 2017 was \$570,747 over recovered as compared to the \$579,935 over recovery position projected in our last filing. The \$9,188 unfavorable variance is due to:

- The total actual barrels of fuel consumed in December were 1,724 barrels lower than projected, resulting in a positive impact on the recovery position of \$48,595;
- Net price variance positively impacted the recovery position by \$23,492; and
- Actual December electric sales were 750,882 KWH's lower than projected. This variance resulted in a net negative impact on the fuel recovery position of \$81,275.

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.

Please note we will continue to monitor our projections to ensure that our submitted FAR requests enable us to achieve a break-even position on fuel costs.

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

Yours sincerely,

BERMUDA ELECTRIC LIGHT COMPANY LIMITED

A handwritten signature in blue ink, appearing to read "David Faries". The signature is fluid and cursive, with the first name "David" and the last name "Faries" clearly distinguishable.

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



Bermuda Electric Light Company Limited

Fuel Adjustment Submission

**FOR PUBLIC DISCLOSURE**

February 2018

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

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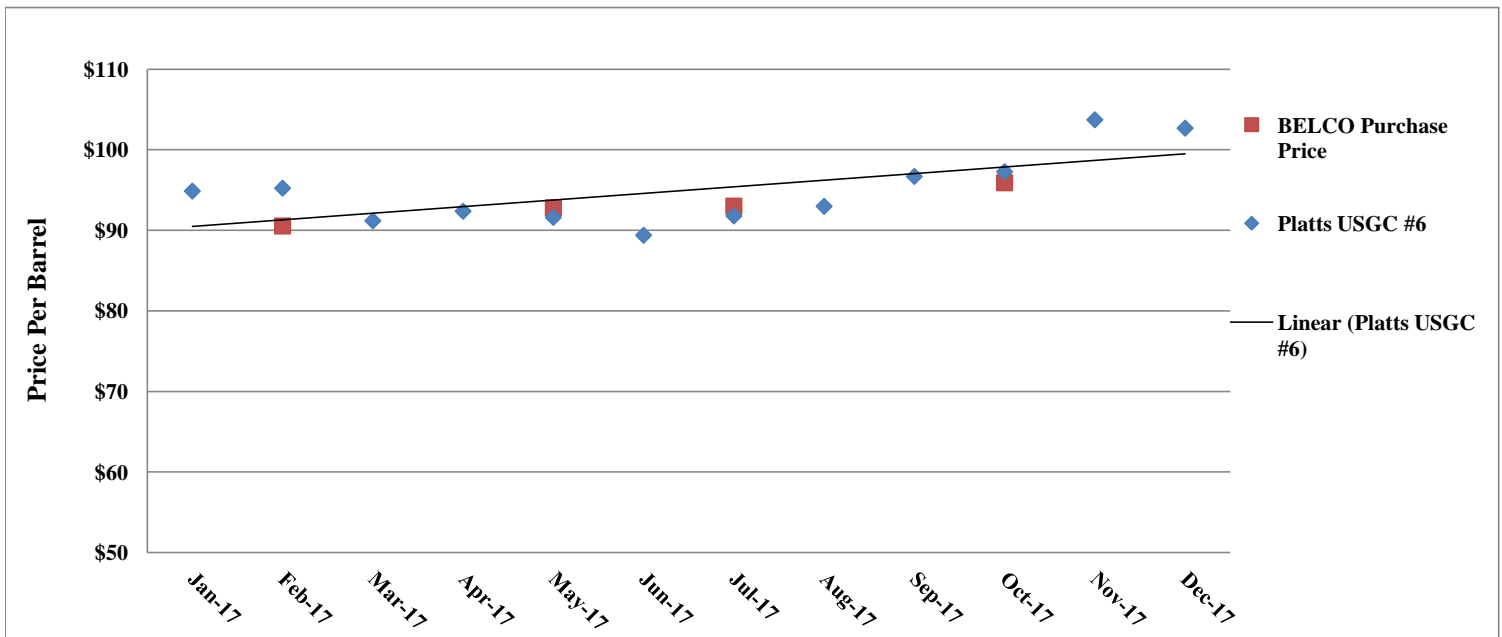


### Heavy Fuel Oil Purchased

Versus

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

Previous Twelve Months

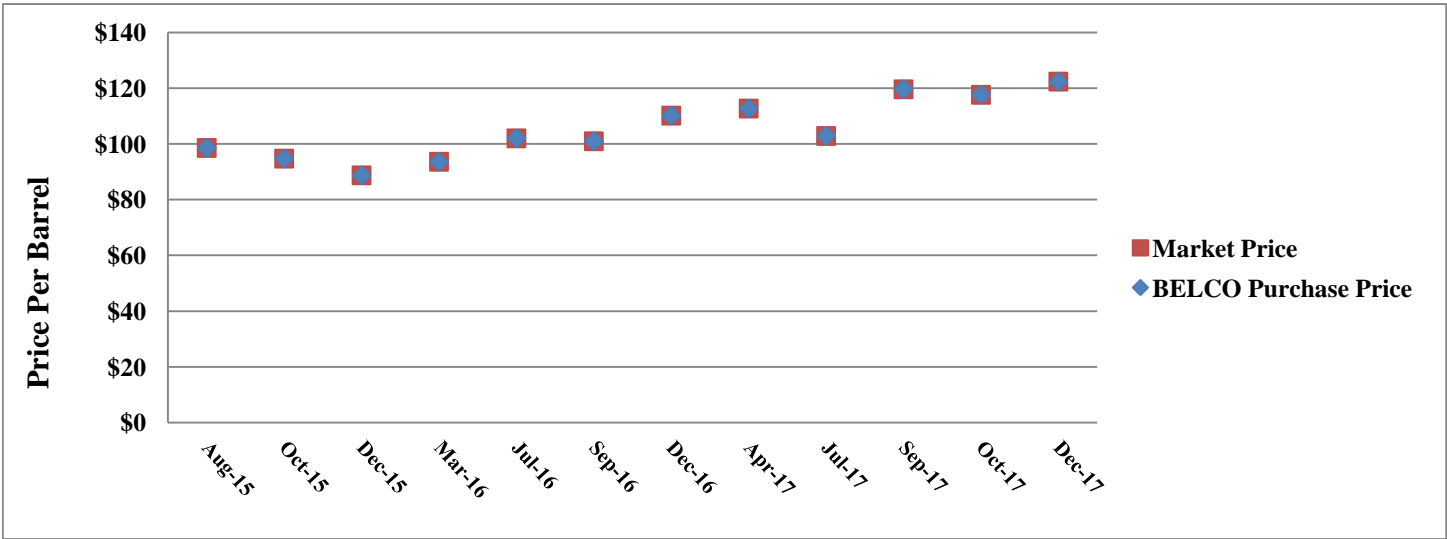


N.B. In accordance with the Fuel Supply Agreement for Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel Oil between BELCO and Shell Western Trading Limited, the contracted price is stipulated as the 30-day average for Platt's U.S. Gulf Coast Waterborne mid-No. 6, 3% Sulfur Heavy Fuel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

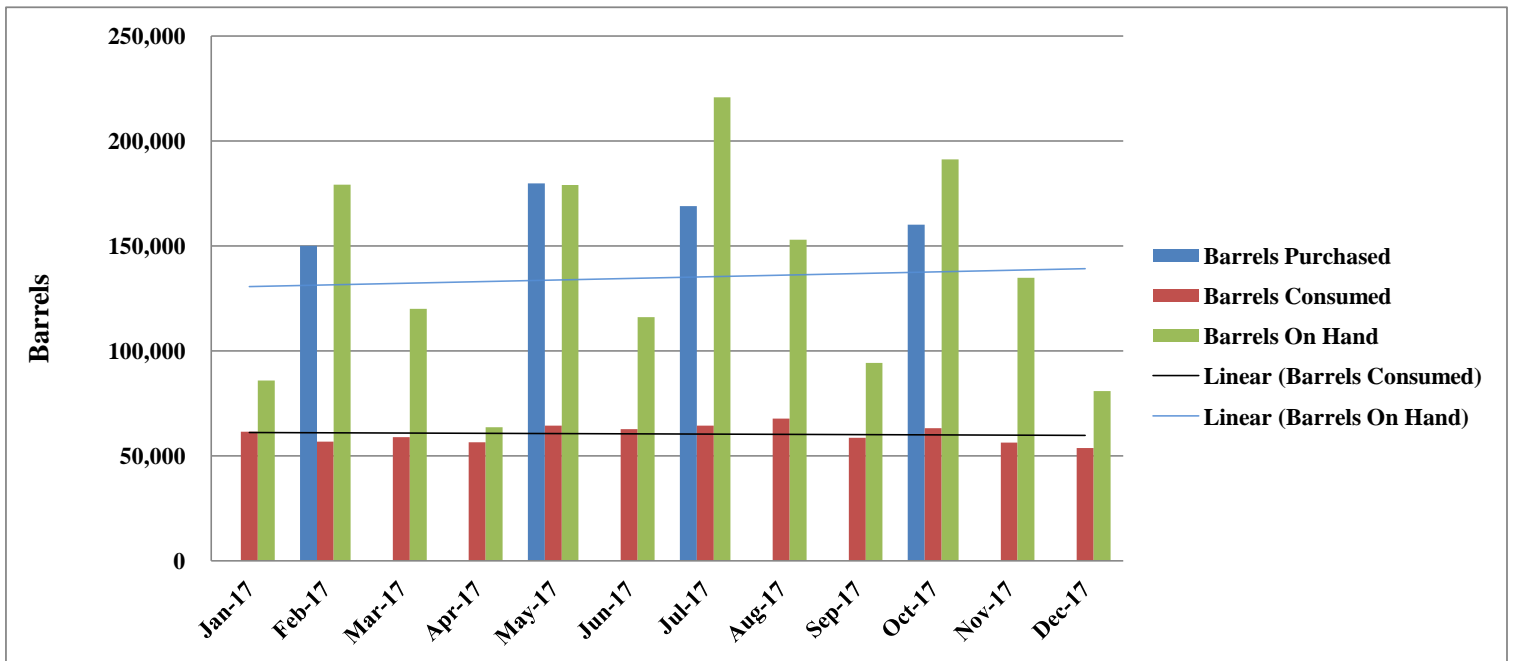
### Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
January, 2017	-	61,588.00	85,945.81
February, 2017	150,066.01	56,841.00	179,170.82
March, 2017	-	59,011.00	120,159.82
April, 2017	-	56,518.00	63,641.82
May, 2017	179,858.58	64,433.00	179,067.40
June, 2017	-	62,866.00	116,201.40
July, 2017	169,061.40	64,465.00	220,797.80
August, 2017	-	67,834.00	152,963.80
September, 2017	-	58,670.00	94,293.80
October, 2017	160,225.96	63,314.00	191,205.76
November, 2017	-	56,357.00	134,848.76
December, 2017	-	53,872.50	80,976.26



## Graph of Heavy Fuel Oil Inventory Activity

### Previous Twelve Months







## Diesel Fuel Oil Inventory Activity

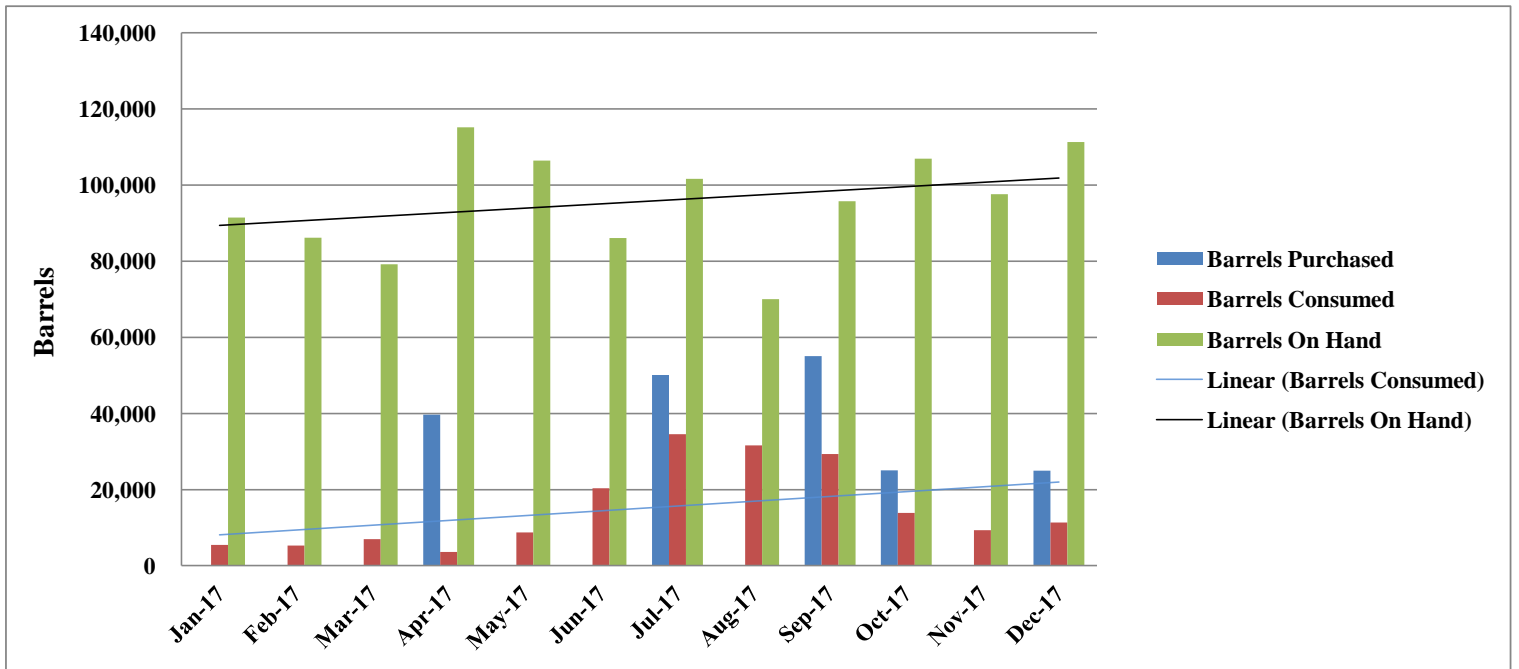
### Previous Twelve Months

<u>Date</u>	<u>Barrels Purchased</u>	<u>Barrels Consumed</u>	<u>Barrels On Hand</u>
January, 2017	-	5,468.49	91,512.04
February, 2017	-	5,324.16	86,187.88
March, 2017	-	6,984.19	79,203.69
April, 2017	39,645.26	3,648.83	115,200.12
May, 2017	-	8,774.56	106,425.56
June, 2017	-	20,335.70	86,089.86
July, 2017	50,100.00	34,543.12	101,646.74
August, 2017	-	31,613.35	70,033.39
September, 2017	55,047.45	29,352.15	95,728.69
October, 2017	25,022.67	13,840.55	106,910.81
November, 2017	-	9,292.15	97,618.66
December, 2017	24,991.00	11,332.18	111,277.48



## 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.

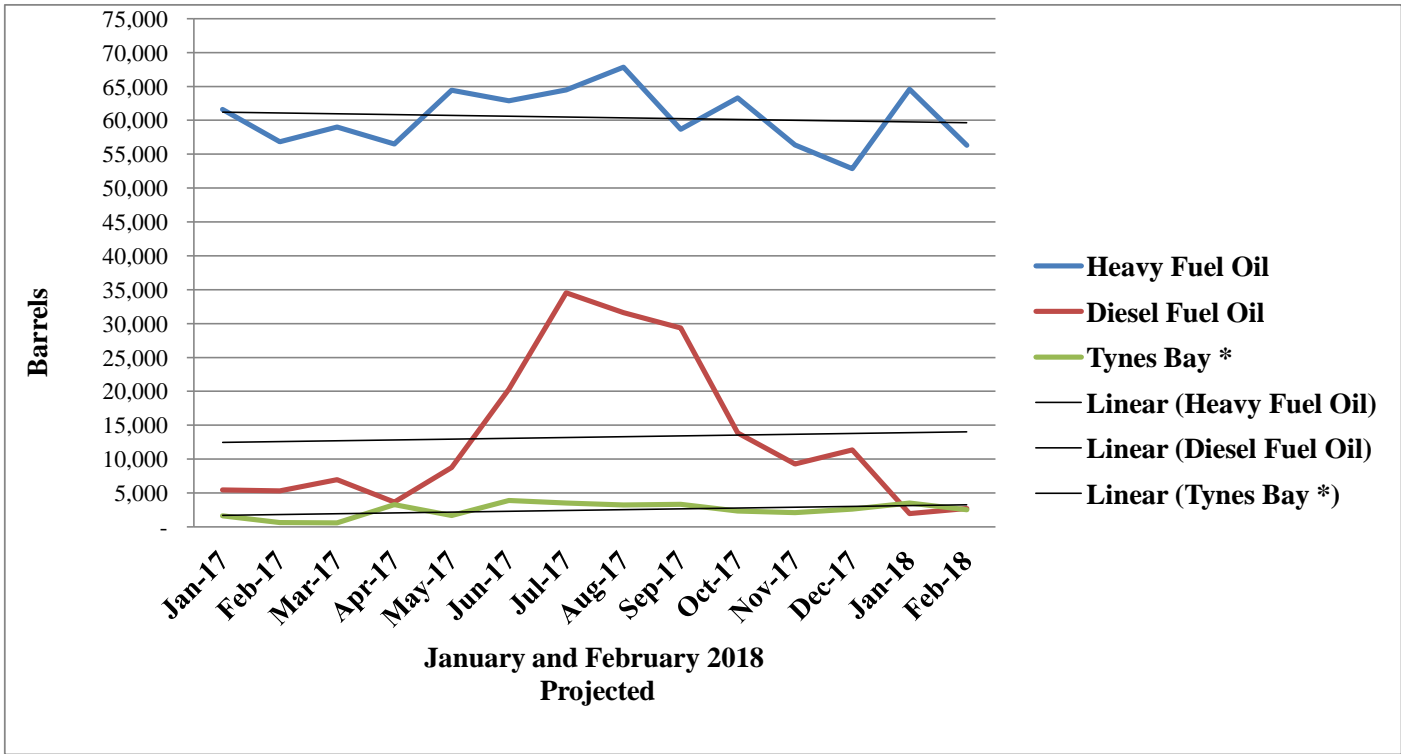


## **Diesel Fuel Oil Costs Per Shipment**

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**



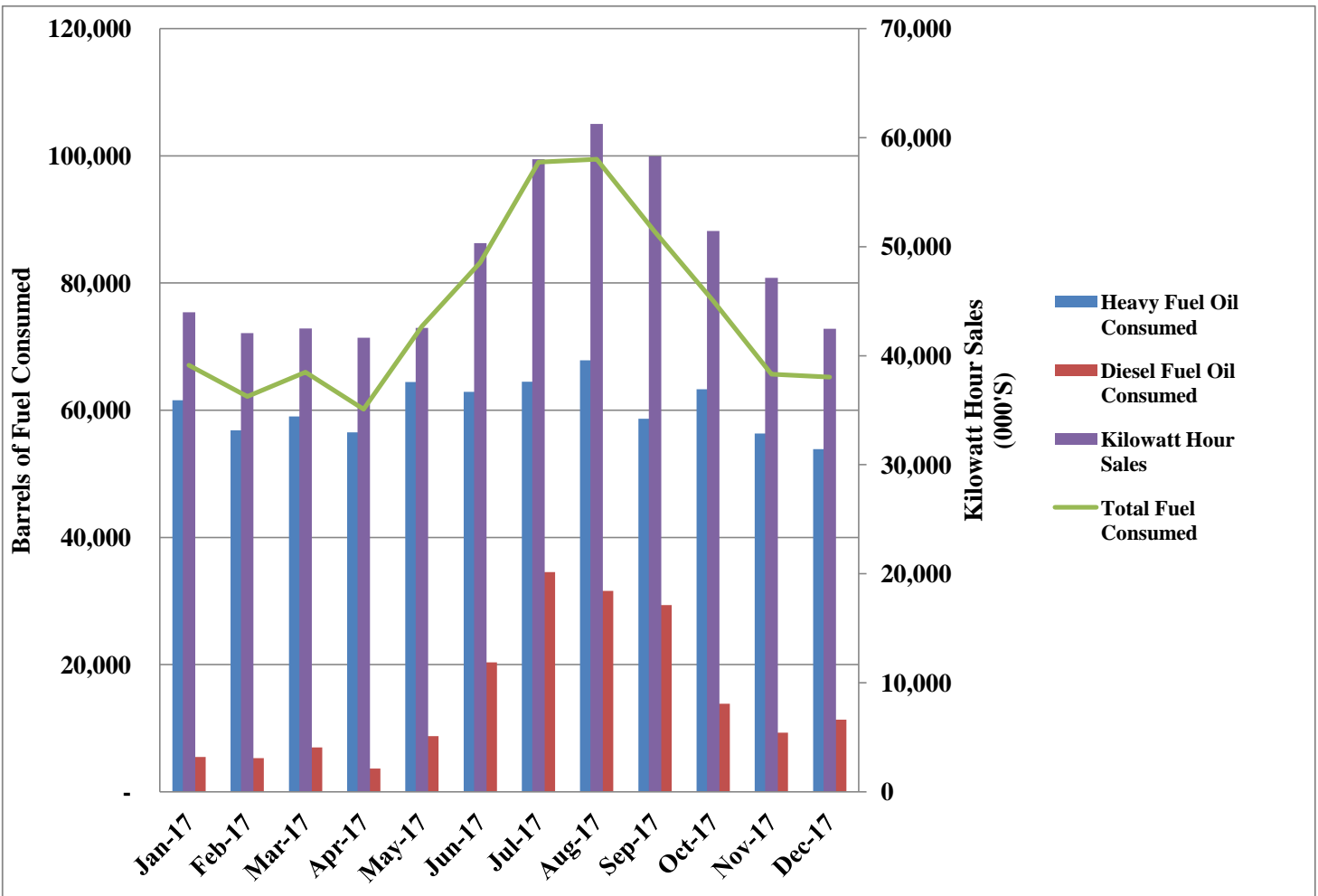
\* BELCO calculates an efficiency rating for its generators on a monthly basis. This is calculated as the estimated kilowatt hours that will be generated that month divided by the estimated number of barrels of fuel that will be used. Therefore, the equivalent barrels of fuel is calculated for Tynes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

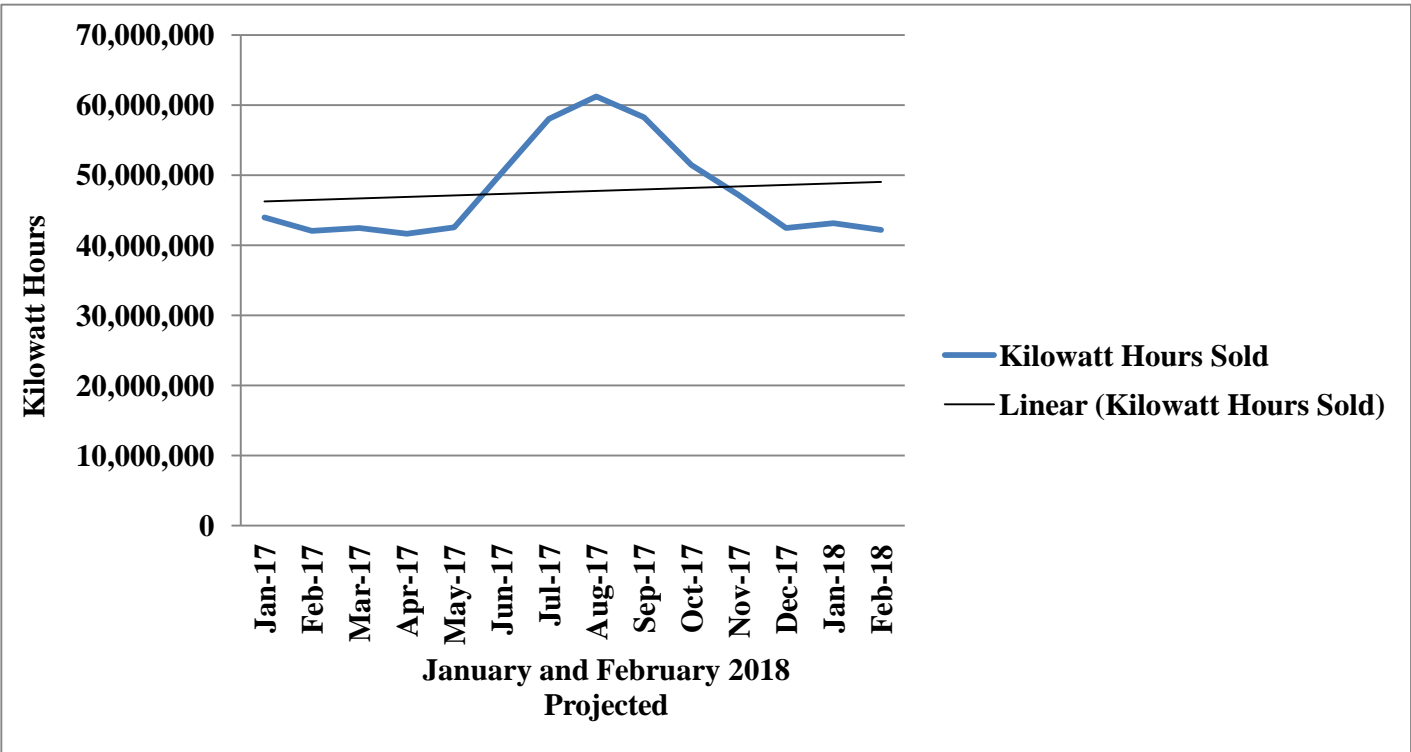




**Kilowatt Hour Sales**

**Previous Twelve Months**

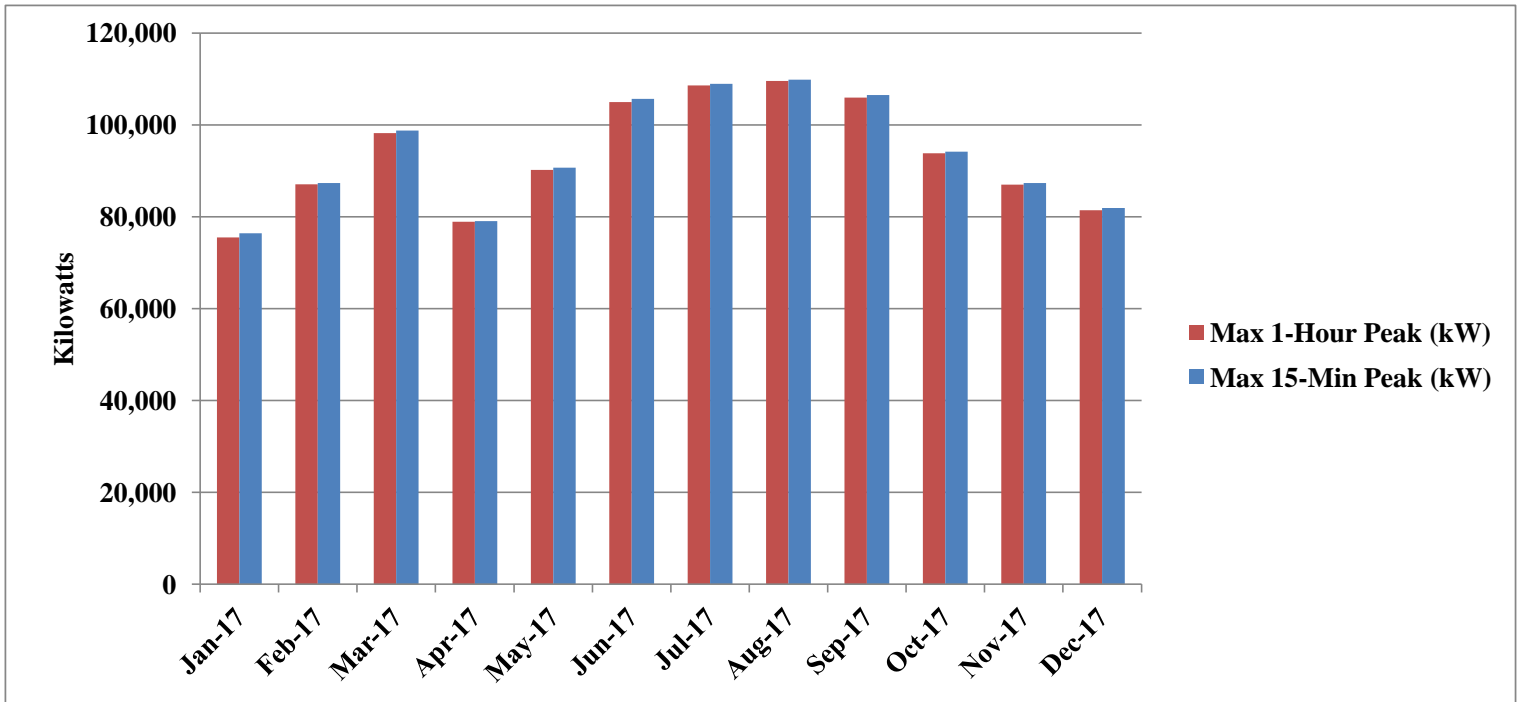
**Plus Two Month Forward Projection**





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

**Previous Twelve Months**



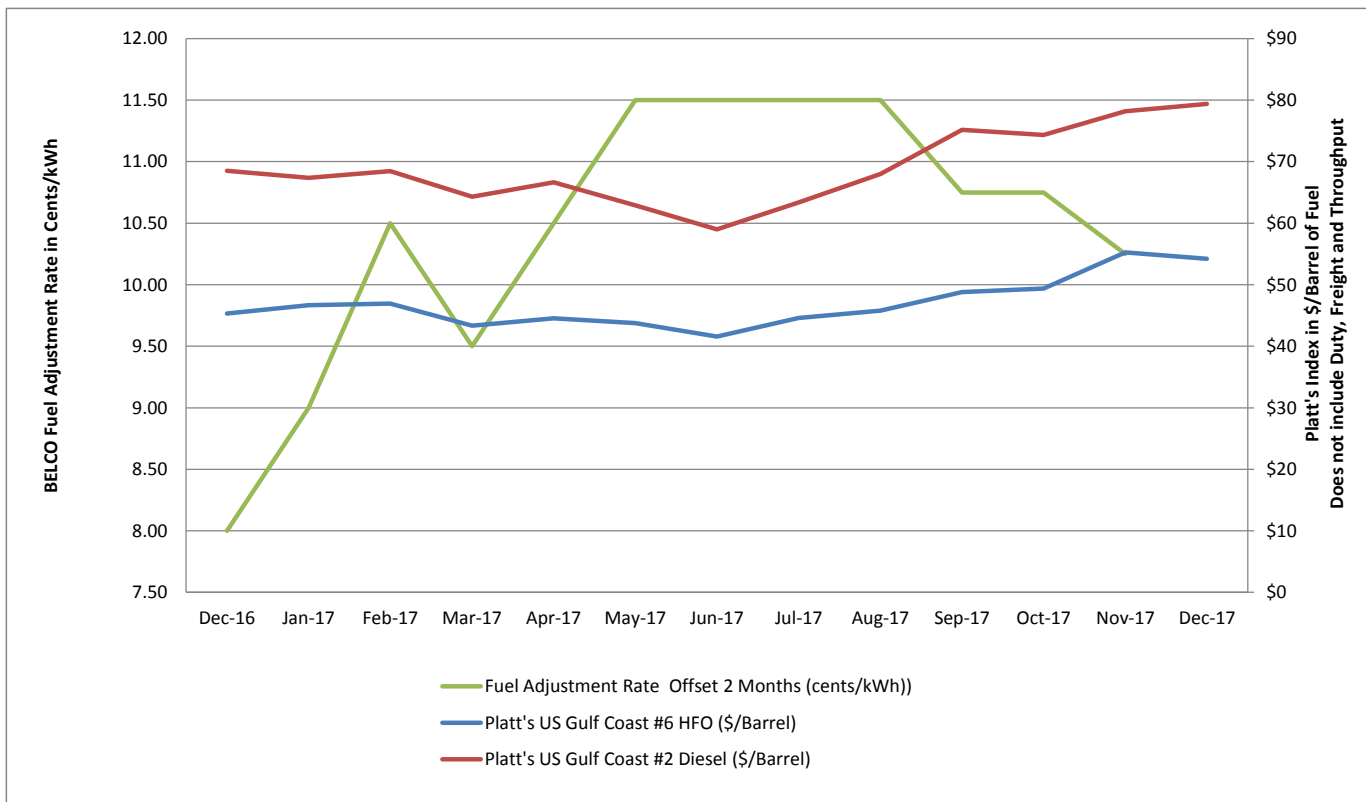




### Fuel Adjustment Rate

Versus

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



# BELCO

## Fuel Adjustment Over / (Under) Recovery

For the Month Ended 31 December 2017

	\$	\$	\$
<b>Opening Balance at 1 December 2017</b>			<b>519,314</b>
<b><u>Fuel Consumption</u></b>			
Diesel - 11,332.18 @ \$102.8318	1,165,308		
Less: Fuel Consumption @ \$30/bbl	<u>(339,965)</u>	825,343	
Heavy -4,622.80 bbls @ \$94.5705	437,181		
Heavy - 30,000.00 bbls @ \$91.2805	2,738,415		
Heavy -19,249.70 bbls @ \$96.6929	1,861,309		
Less: Fuel Consumption @ \$30/bbl	<u>(1,616,175)</u>	3,420,730	
Tynes Bay - 1,868,312 kWh @ \$0.185	345,638		
Less: (1,868,312 kWh /715.4) 2,611.56 bbls @ \$30/bbl	<u>(78,347)</u>	267,291	
		4,513,364	
Deduct: Fuel Adjustment Revenue		<u>4,564,796</u>	
December over / (under) recovery			51,432
<b>Ending Balance at 31 December 2017</b>			<b><u>570,747</u></b>



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

**For the Month Ended 31 December 2017**

**Cost Analysis:**

**Projections:**

	Diesel	Heavy	Tynes Bay	Total
Barrels	4,584	62,385	2,571	69,540
Total Fuel Adjustment Cost	\$ 333,861	\$ 3,988,453	\$ 263,136	\$ 4,585,450
Fuel Adjustment Cost / Barrel	\$ 72.83	\$ 63.93	\$ 102.35	\$ 65.94

**Actual:**

Barrels	11,332	53,873	2,612	67,816
Total Fuel Cost	\$ 1,165,309	\$ 5,036,905	\$ 345,638	\$ 6,547,852
Total Fuel Adjustment Cost	\$ 825,344	\$ 3,420,730	\$ 267,291	\$ 4,513,365
Fuel Adjustment Cost / Barrel	\$ 72.83	\$ 63.50	\$ 102.35	\$ 66.55

**Sales Analysis:**

FAR (cents/kwh)

**10.75** Requested

**10.75** Approved

Fuel Adjustment Sales

Projected:  
Actual:  
Variance  
% Variance

Total KWH Sales	Total \$ Sales
43,219,261	\$ 4,646,071
42,468,379	\$ 4,564,796
(750,882)	\$ (81,275)
-1.74%	-1.75%

<b>Summary - projected vs. actual variances:</b>				
	Diesel	HFO	Tynes Bay	Total (Rounded)
Quantity (Barrels):	(6,748)	8,513	(41)	1,724
<b>Costs:</b>				
Price variance	\$ 2	\$ 23,494	\$ (4)	\$ 23,492
Quantity variance	\$ (491,483)	\$ 544,229	\$ (4,151)	\$ 48,595
Total variance	\$ (491,481)	\$ 567,723	\$ (4,155)	\$ 72,087
<b>Sales:</b>				\$ (81,275)
Total projected vs. actual variance (December 2017)				\$ (9,188)

Fuel Adjustment Over / (Under) Cost Recovery (General Ledger Account 24205)	Projected \$	Actual \$
Opening Balance at 1 December 2017	519,314	519,314
Projected change in over / (under) recovery position	60,621	60,621
Variance (Actual vs. Projected) - see above		(9,188)
Actual change in over / (under) recovery position	60,621	51,433
Ending Balance at 31 December 2017	579,935	570,747



**Fuel Consumption Projections**

**Forward Three Months**

<b>Shipment Date</b>	<b>Type</b>	<b>Hedged</b>	<b>Amount (Barrels)</b>	<b>Total Cost/Barrel</b>	<b>FADJ (less \$30/bbl)</b>
October 2017	Heavy	Yes	30,750.30	96.6929	66.6929
October 2017	Heavy	No	50,225.96	99.6929	69.6929
January 2018	Heavy	Yes	30,000.00	92.5463	62.5463
January 2018	Heavy	Yes	30,000.00	97.8315	67.8315
January 2018	Heavy	Yes	50,000.00	95.3813	65.3813
July 2017	Diesel	No	6,216.36	102.8318	72.8318
September 2017	Diesel	No	55,047.45	119.5800	89.5800



**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>\$ 570,747</b>
<b>Projected kWh Sales - January 2018</b>	43,129,841		FADJ	10.25		\$ 4,420,809
<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>July 2017</b>	1,936	\$ (72.83)	\$ (141,002.36)	
	<b>Heavy</b>	<b>October 2017</b>	30,750	\$ (66.69)	\$ (2,050,826.68)	
	<b>Heavy</b>	<b>October 2017</b>	33,848	\$ (69.69)	\$ (2,358,944.37)	
	<b>Tynes Bay</b>	<b>N/A</b>	3,529	\$ (103.06)	\$ (363,717.60)	
	<b>Total Barrels</b>		<b>70,063</b>			(493,682)
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>77,064</b>
<b>Projected kWh Sales - February 2018</b>	42,191,597		FADJ	10.25		\$ 4,324,639
<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>July 2017</b>	2,688	\$ (72.83)	\$ (195,771.88)	
	<b>Heavy</b>	<b>October 2017</b>	16,378	\$ (69.69)	\$ (1,141,448.44)	
	<b>Heavy</b>	<b>January 2018</b>	30,000	\$ (62.55)	\$ (1,876,389.00)	
	<b>Heavy</b>	<b>January 2018</b>	9,934	\$ (67.83)	\$ (673,820.48)	
	<b>Tynes Bay</b>	<b>N/A</b>	2,506	\$ (101.81)	\$ (255,136.30)	
	<b>Total Barrels</b>		<b>61,506</b>			182,073
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>259,137</b>
<b>Projected kWh Sales - March 2018</b>	41,409,241		FADJ	10.25		\$ 4,244,447
<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>July 2017</b>	1,592	\$ (72.83)	\$ (115,974.45)	
	<b>Diesel</b>	<b>September 2017</b>	1,096	\$ (89.58)	\$ (98,147.43)	
	<b>Heavy</b>	<b>January 2018</b>	20,066	\$ (67.83)	\$ (1,361,124.52)	
	<b>Heavy</b>	<b>January 2018</b>	42,406	\$ (65.38)	\$ (2,772,542.41)	
	<b>Tynes Bay</b>	<b>N/A</b>	2,551	\$ (102.80)	\$ (262,278.05)	
	<b>Total Barrels</b>		<b>66,119</b>			(365,620)
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>(106,483)</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>\$ 570,747</b>
<b>Projected kWh Sales - January 2018</b>	43,129,841		FADJ	10.25	\$	4,420,809
<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>July 2017</b>	1,936	\$ (72.83)	\$ (141,002.36)	
	<b>Heavy</b>	<b>October 2017</b>	30,750	\$ (66.69)	\$ (2,050,826.68)	
	<b>Heavy</b>	<b>October 2017</b>	33,848	\$ (69.69)	\$ (2,358,944.37)	
	<b>Tynes Bay</b>	<b>N/A</b>	3,529	\$ (103.06)	\$ (363,717.60)	
	<b>Total Barrels</b>		<b>70,063</b>		<b>(493,682)</b>	
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>77,064</b>
<b>Projected kWh Sales - February 2018</b>	42,191,597		FADJ	10.25	\$	4,324,639
<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>July 2017</b>	2,688	\$ (72.83)	\$ (195,771.88)	
	<b>Heavy</b>	<b>October 2017</b>	16,378	\$ (69.69)	\$ (1,141,448.44)	
	<b>Heavy</b>	<b>January 2018</b>	30,000	\$ (62.55)	\$ (1,876,389.00)	
	<b>Heavy</b>	<b>January 2018</b>	9,934	\$ (67.83)	\$ (673,820.48)	
	<b>Tynes Bay</b>	<b>N/A</b>	2,506	\$ (101.81)	\$ (255,136.30)	
	<b>Total Barrels</b>		<b>61,506</b>		<b>182,073</b>	
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>259,137</b>
<b>Projected kWh Sales - March 2018</b>	41,409,241		FADJ	10.50	\$	4,347,970
<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>July 2017</b>	1,592	\$ (72.83)	\$ (115,974.45)	
	<b>Diesel</b>	<b>September 2017</b>	1,096	\$ (89.58)	\$ (98,147.43)	
	<b>Heavy</b>	<b>January 2018</b>	20,066	\$ (67.83)	\$ (1,361,124.52)	
	<b>Heavy</b>	<b>January 2018</b>	42,406	\$ (65.38)	\$ (2,772,542.41)	
	<b>Tynes Bay</b>	<b>N/A</b>	2,551	\$ (102.80)	\$ (262,278.05)	
	<b>Total Barrels</b>		<b>67,711</b>		<b>(262,097)</b>	
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>(2,959)</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 January:</b>						<b>\$ 77,064</b>
<b>Projected kWh Sales - February 2018</b>	42,191,597		CRSEER	14.62		\$ 6,168,412
<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>July 2017</b>	2,688	\$ (102.83)	\$ (276,411.88)	
	<b>Heavy</b>	<b>October 2017</b>	16,378	\$ (99.69)	\$ (1,632,796.24)	
	<b>Heavy</b>	<b>January 2018</b>	30,000	\$ (92.55)	\$ (2,776,389.00)	
	<b>Heavy</b>	<b>January 2018</b>	9,934	\$ (97.83)	\$ (971,832.68)	
	<b>Tynes Bay</b>	<b>N/A</b>	2,506	\$ (131.81)	\$ (330,317.50)	
	<b>Total Barrels</b>		<b>61,506</b>			180,664
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>257,729</b>
<b>Projected kWh Sales - March 2018</b>	41,409,241		CRSEER	15.41		\$ 6,381,164
<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>July 2017</b>	1,592	\$ (102.83)	\$ (163,745.25)	
	<b>Diesel</b>	<b>September 2017</b>	1,096	\$ (119.58)	\$ (131,016.63)	
	<b>Heavy</b>	<b>January 2018</b>	20,066	\$ (97.83)	\$ (1,963,112.32)	
	<b>Heavy</b>	<b>January 2018</b>	42,406	\$ (95.38)	\$ (4,044,714.61)	
	<b>Tynes Bay</b>	<b>N/A</b>	2,551	\$ (132.80)	\$ (338,818.25)	
	<b>Total Barrels</b>		<b>67,711</b>			(260,243)
<b>Projected Over (Under) Recovery account as at end of this month:</b>						<b>(2,514)</b>

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

# BELCO

## Generators Available for Service

November 2017

Generator	Available	Type of fuel Consumed	Barrels of Fuel Consumed	Efficiency Rating*
E1	Yes	HFO	9790	691
E2	Yes	HFO	9784	693
E3	Yes	HFO	2187	707
E4	Yes	HFO	5719	714
E5	Yes	HFO	11548	705
E6	Yes	HFO	8657	758
E7	Yes	HFO	7364	749
E8	Yes	HFO	4409	748
D3	Yes	LFO	1365	608
D8	Yes	LFO	2985	622
D10	Yes	LFO	1354	615
D14	Yes	LFO	293	580
GT4	Yes	LFO	0	NA
GT5	No	LFO	0	NA
GT6	Yes	LFO	90	460
GT7	Yes	LFO	38	469
GT8	No	LFO	0	NA

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





## Generators Out of Service

November 2017

Unit	Category	Type	Forced Outage Details	Outage Date	Return Date
E8	Main Engine	MO	Hot deflections	12/30/17	12/30/17
D3	Electrical System	FO (Postpone)	common board 52-3C switch trip due to ground fault	12/30/17	12/30/17
E7	Main Engine	FO (Immediate)	Injector 4A	12/28/17	12/28/17
E7	Main Engine	MO	E7 out for HT actuator on 3 way valve	12/22/17	12/22/17
E1	Main Engine	FO (Postpone)	Moati filter motor stopped auto flushing	12/22/17	12/23/17
D3	Auxiliary Systems	MO	MO for Leaking Barring Gear Control Air	12/20/17	12/20/17
E2	Main Engine	FO (Immediate)	Engine tripped on LO pressure.	12/19/17	12/19/17
E2	Main Engine	MO	to fix JKW bracket and leak behind T/C #2	12/19/17	12/20/17
E2	Main Engine	MO	Cylinder #6 scavenge door gasket replaced	12/18/17	12/19/17
D3	Electrical System	MO	Unit out to change burned out 24V power supply	12/17/17	12/17/17
E6	Main Engine	MO	E6 follow up jobs, t/c work	12/17/17	12/18/17
D10	Main Engine	FO (Immediate)	Cylinder lub oil no flow shut down	12/15/17	12/15/17
E7	Main Engine	FO (Postpone)	cylinder 4L low deviation and fuel leaking from HP and delivery pipe area	12/14/17	12/15/17
GT8	Electrical System	FO (Postpone)	unit power supply failure	12/13/17	on going
E7	Main Engine	MO	cylinder 7A indicator cock change	12/13/17	12/13/17
E3	Main Engine	FO (Postpone)	JCW leaks into cylinders 3L, 4L, 5L	12/12/17	1/2/18
E1	Auxiliary Systems	MO	Fuel oil duplex filter change over valve and exhaust spring repairs	12/11/17	12/12/17
E8	Main Engine	PO	12K service	12/10/17	12/29/17
GT4	Electrical System	MO	Transformer maintenance	12/9/17	12/10/17
E8	Auxiliary Systems	FO (Immediate)	FVCW bellow at free end of engine split	12/7/17	12/7/17
E3	Main Engine	MO	MO to change out CA Cooler B Bank	12/2/17	12/3/17
E3	Main Engine	FO (Immediate)	Unit tripped while adjusting mechanical governor, due to electronic governor alarm	12/1/17	12/1/17
D8	Electrical System	MO	MO to inspect Rad Fans 3 and 4	12/1/17	12/1/17



**Scheduled Generator Maintenance**

**December 2017**

<b>Generator</b>	<b>Maintenance Type</b>	<b>Outage Date</b>	<b>Return Date</b>
D8	18K Service	1/8/2018	2/8/2018
E1	6k Service	1/22/2018	2/6/2018



### **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