

**TALTON MARINE TERMINAL**  
**STANDARD RATE SHEET (Continued)**



**TALTON**  
MARINE TERMINALS

P.O. Box 287, Waterford, VA 20197 | 757-244-5754

**STANDARD RATE SHEET**  
(Effective January 01, 2025)

1. Standard Layberth, \$15,620.00 per day per ship.

- Unless prior arrangements are made (i.e. long-term layberth contract or purchase order) the standard layberth rate, \$15,620.00 per ship per day, shall apply.
- Shipyard Layberth and Special Project Layberth is priced upon request, but unless prior arrangements are made (i.e. long-term layberth contract or purchase order) the layberth rate of \$35,000.00 per ship per day shall apply.
- Unless prior arrangements are made (i.e. long-term layberth contract or purchase order) the daily layberth rate of \$12.50 per linear foot shall apply to all Barge and Tug Layberth.
- All Layberth terms (standard, shipyard and special project) are based on 30-day intervals. There are no daily layberths or pro-rata billing of 30-day intervals.
- Layberth contract extensions are based on berth availability and authorization from Talton Marine Terminals. If a vessel requires an extension beyond their current layberth contract term, it is the vessel owner's responsibility to make a written request to Talton Marine Terminals for that extension a minimum of thirty (30) days prior to the expiration of their current contract term. Failure to give the required, timely written request with the intent to stay beyond the current contract term will automatically obligate the vessel to a subsequent thirty-day term at Talton Marine Terminals' option.
- In the event that a vessel overstays its shipyard contract term, without a prior written agreement to extend, signed by both the vessel owner/representative and Talton Marine Terminals, the layberth rate will increase, at Talton Marine Terminals' option, to one hundred and seventy-five thousand dollars (\$175,000.00) per day. That layberth rate will be applied to each day of the aforementioned automatic thirty-day obligated term, regardless of each partial or full day the vessel remains in the layberth location.
- The vessel owner is required to pay all outstanding bills in full prior to the vessel's departure at the end of its contract term unless a written agreement to extend has been signed by both the vessel owner/representative and Talton Marine Terminals. No verbal commitments nor verbal authorizations of any kind are acceptable.

**Contract Extensions and Option Periods:**

In the event that a vessel remains at the facility beyond its currently executed layberth contract or option period, the daily layberth rate for the vessel will revert to the standard layberth rate of \$15,620 per day for every day that the vessel is berthed at the facility until the vessel departs, or until such time that a mutually agreed upon layberth contract or additional option period is executed.

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Government contracts and government contract rates only apply to those vessels specifically owned by the United States of America. Any vessel brought to the facility, including those brought by Military Sealift Command (MSC), the Maritime Administration (MARAD) and the United States Navy that are not specifically owned by the United States of America, will be billed the standard layberth rate of \$15,620.00 per day for every day up to and until the respective government agency provides a certificate of ownership specifically stating the Vessel is owned by the United States of America.

No vessels, owned by the US Government or otherwise, are to be berthed at Talton Marine Terminal facilities without a mutually executed contract in writing. No verbal agreements, emails, voicemails or texts are acceptable. It is the responsibility of the vessel operator, management team and/or owner to obtain a mutually executed written contract prior to vessel arrival. It is also the responsibility of the vessel operator, management team and/or owner to obtain a mutually executed written contract extension, and to give notice to extend an option period respective of the terms of the notice provision in the current, mutually executed contract.

Neither Talton Marine Terminal, nor the facility shall have any obligations whatsoever to any organization or vessel, its crew, contractors or passengers, should the vessel operator, management team and/or owner fail to obtain a mutually executed written contract, a contract extension, or fail to execute an option period pursuant to the timeframe allotted in a contract. Extension of option periods shall only be accepted if received in accordance with the provisions of the mutually executed written contract. All other requests for extensions will be at the sole option of Talton Marine Terminal.

**All of the above terms and conditions apply to both commercial vessels as well as vessels owned and operated by the U.S. Government. All terms and conditions take precedence over all contract agreements unless the contract specifically refers to these terms. No broad-based exclusions in any contract, including those with the U.S. Government, can negate these terms and conditions. No verbal agreements, emails, voicemails or texts supersede or otherwise negate these terms and conditions.**

2. Water Service is charged based on vessel usage (in US Gallons) unless other arrangements are made.

3. Trash Removal:

\$1,675 per 20 – 30 yard container, non-regulated waste within weight limit

\$2,250 per 40 yard container, non-regulated waste within weight limit

\$450 per 3.5 – 6 yard garbage dumpster, non-regulated waste serviced once per week

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4. Regulated Waste Removal is charged based on total weight and duration of rental.
  
5. Respool or Unspool Shorepower Cables, \$30,000.00
  
6. Connect Shorepower Cables, \$18,250.00 per vessel per event, with up to 6 cables
  
7. Disconnect Shorepower Cables, \$18,250.00 per vessel per event, with up to 6 cables
  
8. Configure shorepower cables, preposition cables, connect leads of the shorepower cables to the breakers of the breaker enclosure, test integrity and phasing of the cables, flat fee, \$34,000.00. This work would include any fabrication of the cables from the breaker enclosure to the point they will be lifted onboard the ship inclusive of terminations (two hole wrought copper lugs). If new shorepower cable is required, it will be billed at cost (no markup). This fee also includes up to thirty (30) two-hole wrought copper lugs. Two-hole wrought copper lugs are our standard termination however, should Camlocks be utilized they will be billed at cost (no markup) less the cost of the lugs. This fee includes the cost of the crane, forklift, spooler, termination equipment, integrity test equipment and other necessary equipment to complete the task.
  
9. Electrical service call, regular time \$1,275.00
  
10. Electrical service call, overtime rate \$1,725.00
  
11. Electrical service call to repair one (1) conductor (shorepower cable and/or shorepower pigtail) including installation of two (2) new lugs and weatherproofing splice kit, allowance of 3 hours for the task, regular time \$1,025.00
  
12. Guard Service (unarmed and armed) is priced upon request based on location and going rates, but unless prior arrangements are made (i.e. long-term layberth contract or purchase order) the Guard Service rate of \$1,480.00 per ship per day per guard shall apply.
  
13. Electrical Consumption Rate is priced based on location and going rates from the primary utility vendor. Unless prior arrangements are made (i.e. long-term layberth contract or purchase order) the Electrical Consumption Rate of \$0.25 per kilowatt-hour shall apply.
  
14. Line handling to moor or unmoor ship, allowance of 3 hours, regular time \$2,575.00
  
15. Line handling to moor or unmoor ship, allowance of 3 hours, overtime rate \$3,925.00

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16. Supply riding crew to moor ship, allowance of 3 hours for the task, regular time \$4,450.00

17. Supply riding crew to moor ship, allowance of 3 hours for the task, overtime rate \$5,850.00

18. Line Boat to moor/unmoor ship or assist with lifeboat testing, allowance 3 hours,  
regular time \$2,532.00

19. Line Boat to moor/unmoor ship or assist with lifeboat testing, allowance 3 hours, overtime  
rate \$3,620.00

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20. Install Yokohama Fenders (*pier-side, no crane or line boat required*), \$1,775.00
21. Install or remove (*up to 3*) Yokohama Fenders, pier-side utilizing a crane, \$6,375.00
22. Waterborne containment boom daily rental rate, \$3.25 per linear foot per day deployed
23. Deploy/remove waterborne containment boom using shore crew and line boat, regular time \$2,532.00
24. Deploy/remove waterborne containment boom using shore crew and line boat, overtime rate \$3,620.00
25. The price for installation of additional 150 ton and 100 ton bollards is \$81,333 for 150 ton bollards or \$76,264 for 100 ton bollards. (*These prices are based on the 2007 approved prices when Pier 14 was upgraded to its current USCG Guard Approved Heavy Weather Hurricane Mooring.*) A 10-20% discount will be applied for any installation that is done in conjunction with a long-term layberth contract.
26. Gangway scaffolding stair tower rental rate based on vessel dimensions and requested requirements.
27. Containers, one 20 or 40-foot container per vessel. The name of the ship must be clearly and permanently affixed to the container in 10" or larger letters. Prior to the container being placed on terminal property, permission in writing must be granted and logged by the terminal manager. No hazardous material, of any kind, can be placed in these containers. The Facility Security Plan requires that the container be "locked" at all times. The monthly storage rate for each vessel container is \$2,650 unless otherwise arranged by purchase order or long-term contract. Should that respective vessel depart, the terminal reserves the right to charge \$4,750 per month for each container or piece of equipment stored at the terminal following their departure.
28. The cost of the removal of overburdened ship debris shall be divided among all ships present (or recently departed), at the time of its removal. Ship personnel are to follow the general rules of cleanliness and organization when offloading debris. Unlike trash and non-garbage debris, DRMO must be kept onboard the ship and not placed on Talton Marine Terminal property. Because governmental rules prohibit Talton Marine Terminal from disposing of DRMO, we can no longer permit it to be placed on the terminal property

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29. All equipment storage is priced upon request.
30. All general storage (covered and uncovered) is priced at \$1.42 per square foot per day, unless prior arrangements are made (i.e. long-term contract or purchase order).
31. All HAZMAT storage and disposal is priced upon request based on items, quantity and class.
- No Hazardous waste, liquids or materials may be stored on the facility without prior written approval from Talton Marine Terminal. All deliveries of qualifying materials must be loaded directly onto the vessel upon arrival.
  - Unless prior arrangements are made in writing (i.e. long-term contract or purchase order), a standard markup of 50% on all subcontracted HAZMAT disposal will apply.
32. All Shipyard, Special Project and Crane Services are priced upon request.