Houston Pilots Forecast Package

Updated: 12:40 AM CT

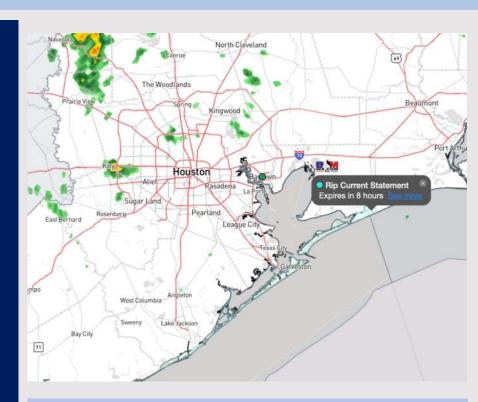
Tuesday, January 23, 2024

Forecaster: Tyler Riggles



Weather Headlines

- Scattered to hit/miss showers continue today with more widespread threats entering WED AM.
- Winds generally become slightly calmer over the next few days however conditions will be breezy this evening.
- Sea fog threats continuing into Wednesday morning with fog often times mixing in with rain. Lower confidence exists for exact coverage. Please see visibility slide for more info.



Radar/NWS Alerts: 12:33 AM CT



As always, please do not hesitate to reach out to us with any forecast questions via the chat option on the Weather Porthole or our on-call number, (317)-560-8122 press 1 for forecast questions.

Houston Pilots Visibility Report

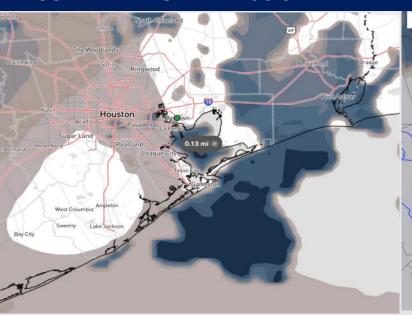


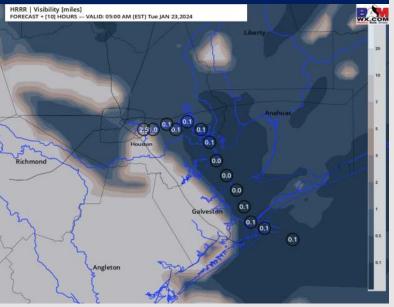


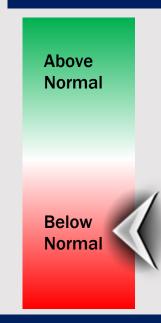
CURRENT VISIBILITY as of 12 AM

Model Visibility at 4 AM-CT TUE









TIMEFRAME THREAT
DISCUSSED

CURRENT - 12 PM WED High

- ➤ Favoring fog to steadily become the most widespread (for Morgan's Point and stations S) and dense (visibility at less than 1 mile) by 2 AM-CT . Stations N. of Morgan's Point favored to see a patchier risk.
- ➤ At this time, this risk for fog being widespread and dense for stations S of Morgan's Point has the potential to last through the AM hours Wednesday. For stations N of Morgan's Point anticipating fog to back off after 8AM. Favoring chances N of Morgan's Point to return late this evening

Houston Pilots Extended Range Visibility Report





Likely

Likely

Friday 1/26/24

Monitoring potential for patchy to widespread fog, especially during the AM hours on Friday.

Saturday 1/27/24

Monitoring potential for patchy to widespread fog, especially during the AM hours on Saturday.

Forecast Confidence

Above Below Normal Normal

Forecast Confidence

Above Below Normal Normal

Sunday 1/28/24

No visibility concerns favored for Sunday.

Chance for Fog

Friday AM

Friday PM Possible

Saturday AM

Saturday PM Possible

Forecast Confidence

Above Below Normal Normal

Sunday AM Unlikely

Sunday PM Unlikely

Houston Pilots Visibility Chart (miles)





Forecast Confidence

Below

Normal

Above Normal

| | | | | | | | | | | | | | | | | | | | | | | | | • | | | | | | | | | | | | |
|----------------------|-------------|------------|------------|------|------------|------------|------------|------------|------------|------------|---|---|-------------|---|------------|---|------------|---|------------|---|------------|---|---|------|-------------|---|---|---|---|---|------------|---|------------|------------|-------------|---|
| Time | Tue 12am | Tue 1am | Tue 2am | | Tue 4am | Tue 5am | Tue 6am | Tue 7am | Tue 8am | Tue 9am | | | Tue 12pm | | Tue 2pm | | Tue 4pm | | Tue 6pm | | Tue 8pm | | | | Wed 12am | | | | | | Wed 6am | | Wed 8am | Wed 9am | Wed 10am | |
| 610 Bridge | 2 | 0.84 | 0.37 | 0.37 | 0.73 | 1 | 2 | 2 | 1 | 2 | 3 | 4 | 5 | 6 | 6 | 7 | 6 | 5 | 5 | 4 | 4 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 0.94 | 1 | 2 | 2 |
| Kinder 1 | 2 | 0.84 | 0.37 | 0.37 | 0.73 | 1 | 2 | 2 | 1 | 2 | 3 | 4 | 5 | 6 | 6 | 6 | 6 | 5 | 5 | 5 | 4 | 4 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 2 | 2 | 1 | 0.94 | 1 | 3 | 2 |
| Greens Bayou | 1 | 1 | 0.34 | 0.34 | 0.6 | 1 | 2 | 2 | 1 | 2 | 3 | 4 | 5 | 6 | 6 | 6 | 6 | 5 | 5 | 5 | 4 | 4 | 3 | 4 | 4 | 4 | 2 | 2 | 3 | 2 | 2 | 2 | 1 | 1 | 3 | 2 |
| Shell Crude | 1 | 1 | 0.32 | 0.32 | 0.5 | 1 | 2 | 2 | 1 | 2 | 3 | 4 | 5 | 5 | 6 | 6 | 6 | 5 | 4 | 5 | 4 | 4 | 3 | 4 | 4 | 4 | 2 | 2 | 3 | 2 | 2 | 2 | 1 | 1 | 3 | 2 |
| Lynchburg Ferries | 1 | 1 | 0.36 | 0.36 | 0.5 | 1 | 1 | 1 | 1 | 2 | 2 | 4 | 5 | 5 | 6 | 6 | 6 | 5 | 4 | 5 | 4 | 4 | 3 | 4 | 4 | 4 | 2 | 2 | 3 | 2 | 2 | 2 | 1 | 1 | 3 | 2 |
| Exxon 3 | 1 | 1 | 0.72 | 0.72 | 0.72 | 1 | 1 | 1 | 1 | 2 | 2 | 4 | 5 | 5 | 6 | 6 | 6 | 5 | 4 | 5 | 4 | 4 | 3 | 4 | 4 | 4 | 2 | 2 | 3 | 2 | 2 | 2 | 1 | 1 | 3 | 2 |
| Morgans Point | 2 | 0.91 | 0.72 | 0.72 | 0.72 | 1 | 1 | 1 | 1 | 2 | 2 | 4 | 5 | 5 | 6 | 6 | 6 | 5 | 4 | 5 | 4 | 4 | 3 | 4 | 4 | 4 | 2 | 2 | 3 | 2 | 2 | 2 | 4 | 1 | 3 | 2 |
| 75/76 | 2 | 1 | 0.72 | 0.72 | 1 | 3 | 2 | 1 | 1 | 2 | 2 | 4 | 5 | 5 | 6 | 6 | 6 | 5 | 4 | 5 | 4 | 4 | 2 | 4 | 4 | 4 | 2 | 2 | 3 | 2 | 2 | 1 | 3 | 1 | 3 | 2 |
| 63/64 | 2 | 1 | 0.72 | 0.72 | 1 | 3 | 3 | 1 | 1 | 2 | 2 | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 4 | 4 | 4 | 3 | 2 | 3 | 3 | 4 | 2 | 2 | 3 | 2 | 2 | 1 | 4 | 1 | 3 | 2 |
| 51/52 | 2 | 1 | 0.72 | 0.72 | 1 | 3 | 3 | 1 | 1 | 2 | 2 | 4 | 6 | 6 | 7 | 9 | 6 | 6 | 5 | 4 | 4 | 3 | 2 | 3 | 3 | 4 | 2 | 2 | 3 | 2 | 2 | 1 | 4 | 1 | 2 | 2 |
| 37/38 | 2 | 1 | 0.72 | 0.72 | 1 | 3 | 3 | 1 | 1 | 2 | 3 | 4 | 6 | 6 | 7 | 9 | 6 | 6 | 5 | 4 | 4 | 3 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 1 | 3 | 1 | 2 | 2 |
| 25/26 | 2 | 1 | 0.72 | 0.95 | 1 | 3 | 3 | 1 | 1 | 2 | 3 | 4 | 6 | 6 | 7 | 9 | 6 | 6 | 5 | 4 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 2 |
| 11/12 | 2 | 1 | 0.72 | 0.95 | 1 | 2 | 3 | 1 | 1 | 2 | 3 | 4 | 6 | 6 | 7 | 9 | 6 | 6 | 5 | 4 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 2 |
| 1 & 2 Bravo | 2 | 1 | 0.72 | 0.72 | 2 | 1 | 1 | 1 | 1 | 2 | 3 | 4 | 5 | 4 | 5 | 5 | 3 | 2 | 1 | 2 | 1 | 1 | 1 | 0.89 | 0.58 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 0.77 | 0.89 | 1 | 2 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NOTE: This is automated data that may/may not agree with the official BAM thinking that's found on the daily slides or special visibility report slides. This data should be used as a guide only

Houston Pilots Wind Chart







Sustained wind 13 Knots

Gusts 18 Knots

WS: 13

G:18

N

| Time Knots | Tue 12am | Tue 1am | Tue 2am | Tue 3am | Tue 4am | Tue 5am | Tue 6am | Tue 7am | Tue 8am | Tue 9am | Tue 10am | Tue 11am | Tue 12pm | Tue 1pm | Tue 2pm | Tue 3pm | Tue 4pm | Tue 5pm | Tue 6pm | Tue 7pm | Tue 8pm | Tue 9pm | Tue 10pm | Tue 11pm | Wed 12am | Wed 1am | Wed 2am | Wed 3am | Wed 4am | Wed 5am | Wed 6am | Wed 7am | Wed 8am | Wed 9am | Wed 10am | Wed 11am |
|----------------------|---------------|---------------|---------------|---------------|----------------|---------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|----------------|---------------|----------------|---------------|-----------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|----------------|
| 610 Bridge | 5 8 SE | 5 7 SE | 5 7 ESE | 5 8 ESE | 5 8 SE | 5 8 SE | 6 9 ESE | 6 9 SE | 7 11 SE | 9 13 SE | 9 14 SE | 10 16 SSE | 11 17 SSE | 12 18 SSE | 12 18 SSE | 12 18 SSE | 12 18 SSE | 11 17 SSE | 10 15 SSE | 9 14 S | 7 11 S | 6 9 S | 5 8 SSE | 5 8 SSE | 5 8 SSE | 5 8 SSE | 5 7 SSE | 5 7 SSW | 6 7 SW | 5 6 ESE | 5 6 SE | 4 6 ESE | 4 6 SE | 5 7 ESE | 5 8 E | 6 9 ENE |
| Kinder 1 | 5 8 SE | 5 7 SE | 5 7 ESE | 5 8 ESE | 5 8 SE | 5 8 ESE | 6 8 ESE | 6 9 SE | 7 11 SE | 9 13 SE | 9 14 SE | 10 16 SSE | 11 17 SSE | 11 17 SSE | 11 17 SSE | 12 18 SSE | 11 17 SSE | 11 16 SSE | 9 14 SSE | 9 13 S | 7 11 S | 6 9 S | 5 8 SSE | 5 7 SSE | 5 8 SSE | 5 8 SSE | 5 7 SSE | 5 8 S | 6 7 SW | 5 6 SE | 5 6 SE | 4 6 ESE | 4 6 SE | 5 7 ESE | 5 7 E | 6 9 ENE |
| Greens Bayou | 5 7 SE | 5 7 SE | 5 7 SE | 5 8 ESE | 5 8 SE | 5 8 ESE | 6 8 SE | 6 9 SE | 7 11 SE | 8 13 SE | 9 14 SE | 10 15 SSE | 11 17 SSE | 11 17 SSE | 11 17 SSE | 11 17 SSE | 11 17 SSE | 10 15 SSE | 9 13 SSE | 8 13 S | 6 10 S | 5 8 S | 5 8 SSE | 5 7 SSE | 5 8 SSE | 5 8 SSE | 4 7 SSE | 5 8 S | 6 7 SW | 5 6 SE | 5 6 SE | 4 6 ESE | 4 6 SE | 5 7 ESE | 5 7 E | 5 8 ENE |
| Shell Crude | 5 7 SE | 5 7 SE | 5 7 SE | 5 8 ESE | 5 8 SE | 5 8 ESE | 6 8 SE | 6 9 SE | 7 11 SE | 8 12 SE | 9 14 SE | 10 15 SSE | 11 16 SSE | 11 17 SSE | 11 17 SSE | 11 17 SSE | 10 16 SSE | 10 15 SSE | 8 13 SSE | 8 12 S | 6 10 S | 6 9 S | 5 8 SSE | 5 7 SSE | 5 8 SSE | 5 7 SSE | 5 7 SSE | 5 8 S | 6 7 SW | 5 6 SE | 5 6 SE | 5 6 ESE | 4 6 SE | 5 7 ESE | 5 7 E | 5 8 ENE |
| Lynchburg Ferries | 5 8 SE | 5 7 SE | 5 7 SE | 5 8 ESE | 6 8 SE | 6 8 SE | 6 8 ESE | 7 9 SE | 8 11 SE | 8 12 SE | 9 14 SE | 10 15 SSE | 11 16 SSE | 11 17 SSE | 11 17 SSE | 11 17 SSE | 11 16 SSE | 10 15 SSE | 8 12 SSE | 8 11 SSE | 7 9 SSE | 6 9 SSE | 6 8 SSE | 5 7 SSE | 5 8 SSE | 5 7 SSE | 5 7 SSE | 5 8 SSE | 6 7 WSW | 6 6 ESE | 5 6 SE | 5 6 E | 5 7 SE | 5 7 SE | 5 7 E | 5 8 ENE |
| Exxon 3 | 6 8 SE | 5 8 SE | 5 7 SE | 6 8 ESE | 6 9 SE | 6 9 SE | 7 9 SE | 7 10 SE | 8 11 SE | 8 12 SE | 10 13 SE | 10 15 SE | 10 16 SSE | 11 16 SSE | 11 16 SSE | 11 16 SSE | 11 16 SSE | 10 14 SSE | 8 12 SSE | 8 11 SSE | 7 10 SSE | 6 9 SSE | 6 8 SSE | 5 7 SSE | 6 8 SSE | 5 7 SSE | 5 7 SSE | 6 9 SSE | 6 7 SW | 6 7 ESE | 5 6 SE | 6 ESE | 5 7 SE | 5 7 ESE | 5 7 E | 5 8 E |
| Morgans Point | 6 8 SE | 6 8 SE | 6 7 ESE | 6 8 ESE | 7 9 SE | 7 9 SE | 8 10 SE | 9 11 SE | 9 11 SE | 9 12 SE | 10 13 SE | 10 14 SE | 10 15 SE | 11 16 SE | 11 16 SSE | 11 16 SSE | 11 16 SSE | 11 14 SSE | 9 12 SSE | 9 11 SSE | 8 10 SSE | 7 9 SSE | 6 8 SSE | 6 8 SSE | 7 8 SSE | 6 8 SSE | 6 8 SSE | 7 9 SSE | 6 8 S | 6 7 SSW | 6 7 SSE | 6 7 ESE | 6 8 ESE | 6 8 ESE | 6 8 E | 6 8 E |
| 75/76 | 7 8 SE | 7 8 ESE | 7 8 ESE | 7 8 ESE | 8 9 SE | 8 10 SE | 9 10 SE | 11 12 SE | 11 12 SE | 11 12 SE | 11 13 SE | 11 14 SE | 11 16 SE | 11 16 SE | 11 16 SE | 11 16 SE | 12 15 SSE | 12 14 SSE | 11 13 SSE | 10 12 SSE | 9 10 SSE | 9 SSE | 8 9 S | 7 8 SSE | 9 SSE | 7 8 SSE | 7 8 SSE | 9 SSE | 8 9 S | 7 8 WSW | 7 8 S | 8 8 ESE | 9 ESE | 7 8 ESE | 7 8 E | 6 9 E |
| 63/64 | 8 8 SE | 7 8 SE | 7 8 ESE | 8 8 ESE | 8 9 SE | 9 10 SE | 10 11 SE | 11 12 SE | 11 12 SE | 11 12 SE | 11 13 SE | 11 15 SE | 11 16 SE | 11 16 SE | 11 15 SE | 11 15 SE | 11 15 SSE | 12 14 SSE | 11 12 SSE | 10 12 SSE | 9 10 SSE | 8 9 SSE | 8 9 S | 7 8 SSE | 9 SSE | 8 9 SSE | 7 8 SSE | 8 9 SSE | 8 9 S | 7 8 SSW | 7 8 SSW | 8 8 ESE | 9 ESE | 8 8 ESE | 7 9 E | 6 9 E |
| 51/52 | 8 8 SE | 7 8 SE | 6 7 ESE | 7 8 SE | 8 9 SE | 9 10 SE | 9 10 SE | 11 12 SE | 11 12 SE | 11 12 SE | 11 13 SE | 11 15 SE | 11 15 SE | 11 15 SE | 11 15 SE | 11 15 SE | 11 14 SSE | 11 13 SSE | 11 12 SSE | 10 11 SSE | 9 10 SSE | 8 9 S | 8 9 S | 7 8 SSE | 7 8 SSE | 8 8 SSE | 7 8 SSE | 8 9 SSE | 8 9 S | 7 8 S | 7 8 WSW | 7 8 ESE | 7 8 ESE | 7 8 ESE | 7 9 E | 6 9 E |
| 37/38 | 7 8 SE | 7 7 SE | 6 7 SE | 7 8 SE | 7 9 SE | 8 9 SE | 9 10 SE | 10 11 SE | 11 12 SE | 11 12 SE | 11 13 SE | 12 14 SE | 11 15 SE | 11 15 SE | 11 14 SE | 11 14 SE | 11 13 SE | 11 12 SSE | 10 11 SSE | 9 10 SSE | 8 9 SSE | 7 8 S | 7 8 S | 7 8 SSE | 7 8 SSE | 7 8 SSE | 7 8 SSE | 8 9 SSE | 8 9 S | 7 8 SSW | 7 8 SW | 6 7 ESE | 7 8 SE | 7 9 ESE | 7 9 E | 7 10 E |
| 25/26 | 7 8 SE | 6 8 SE | 6 7 SE | 6 8 SE | 7 8 SE | 7 9 SE | 8 10 SE | 9 11 SE | 10 12 SE | 10 12 SE | 10 13 SE | 11 14 SE | 11 14 SE | 11 14 SE | 10 13 SE | 10 14 SE | 10 13 SE | 9 11 SSE | 9 11 SSE | 8 10 SSE | 7 9 SSE | 7 8 SSE | 7 8 S | 7 8 SSE | 7 8 SSE | 7 8 SSE | 7 8 SSE | 7 9 SSE | 7 9 S | 8 9 SW | 6 7 SSW | 6 7 SE | 7 8 SE | 7 9 ESE | 7 9 ESE | 7 10 ESE |
| 11/12 | 7 9 SE | 7 8 SE | 6 8 SE | 7 8 ESE | 7 9 ESE | 8 9 SE | 8 10 SE | 9 11 SE | 10 12 SE | 10 12 SE | 10 13 SE | 11 14 SE | 11 14 SE | 11 14 SE | 10 13 SE | 10 13 SE | 10 12 SE | 9 11 SE | 9 11 SSE | 8 10 SSE | 8 10 SSE | 7 9 SSE | 7 8 SSE | 7 8 SSE | 8 9 SSE | 8 9 SSE | 7 8 SSE | 8 9 SSE | 8 9 SSE | 9 10 SW | 7 8 SSE | 6 8 SE | 7 9 SE | 8 10 ESE | 7 10 | 7 10 ESE |
| 1 & 2 Bravo | 9 10 SE | 9 9 ESE | 8 9 ESE | 8 9 ESE | 9 10 ESE | 9 11 SE | 11 11 SE | 11 12 SE | 11 12 SE | 11 13 SE | 12 14 SE | 12 14 SE | 12 15 SE | 11 14 SE | 11 14 SE | 11 13 SE | 11 13 SE | 11 12 SE | 10 12 | 10 12 | 10 11 SSE | 10 11 SSE | 9 10 | 9 10 SSE | 9 11 | 9 10 SSE | 10 11 | 11 12 SSE | 10 11 | 11 12 | 9 10 | 8 9 SE | 8 9 SSE | 9 11 ESE | 8 11 | 8 11 ESE |

NOTE: This is automated data that may/may not agree with the official BAM thinking that's found on the daily slides or special visibility report slides. This data should be used as a guide only

Houston Pilots: Tue. 01/23/2024





Forecast Discussion

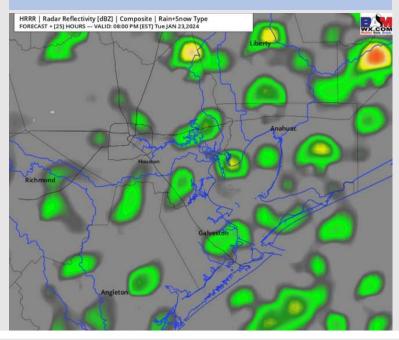
Precip: Scattered rain showers to continue through ~1 PM. After 1 PM, hit/miss pockets of rain will be possible, however better coverage will remain to the N/W.

Wind: Winds out of the SE the entire day. N of Morgan's Point: 4-9 kts through 12 PM before an increase to 9-14 Kts. S of Morgan's Point: 8-13 kts through 4 PM before a slight increase to 11-16 kts

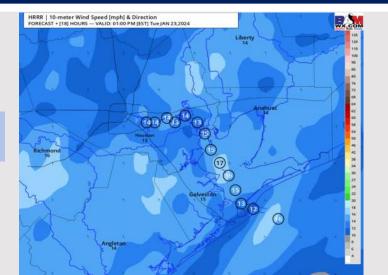
High Temps: N of Morgan's Point: Near 70 F S of Morgan's Point: Low 60s F

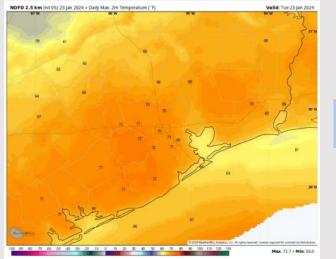
Visibility: Widespread fog continues to be a threat for all Stations this morning. Additional patchy risks expected this evening in gaps between showers. See Visibility Slide.

Precip Image: 7 PM CT



Wind Speed: 12 PM CT





High Temps Today

Houston Pilots: Wed. 01/24/2024





Forecast Discussion

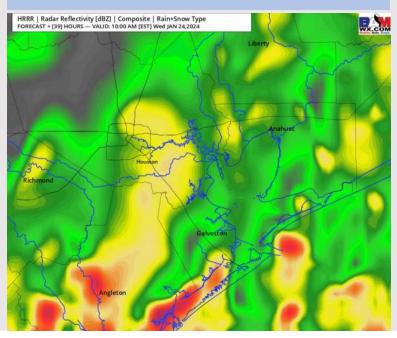
Precip: Scattered showers (60-70%) enter the area shortly after 12 AM and impact all Stations through 5 PM. After 5 PM, hit/miss showers (30-40%) remain for Stations S of 51/52 through the remainder of the evening.

Wind: Winds will variable in direction throughout the day. N Morgan's Point: Winds will be 3-8 kts throughout the day. S of Morgan's Point: Winds at 7-12 kts in the early AM will decrease to 4-9 kts by 12 PM. Winds at the Boarding Station will remain slightly higher at 5-10 kts.

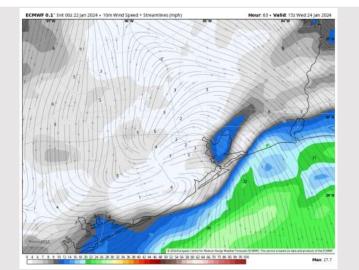
High Temps: N of Morgan's Point: Low 70s F. S of Morgan's Point: Mid 60s F.

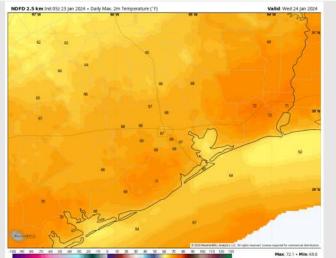
Visibility: Monitoring potential for patchy fog to occur in gaps between showers Wednesday AM, however showers and winds will aid in mixing the atmosphere.

Precip Image: 9 AM CT



Wind Speed: 9 AM CT





High Temps Wednesday

Houston Pilots: Thu. 01/25/2024





Forecast Discussion

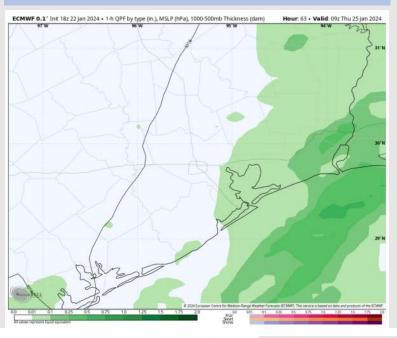
Precip: Scattered showers in the early AM will gradually taper off by 5 AM, leaving dry conditions for the remainder of the day.

Wind: Winds settle out of the NNW by 7 AM, then become variable once more after 4 PM. N Morgan's Point: 3-8 kts throughout the day. S of Morgan's Point: 5-10 kts through 12 PM, decreasing to 3-8 kts after that time.

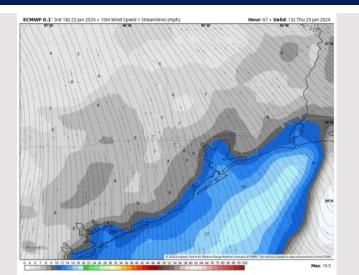
High Temps: N of Morgan's Point: Upper 60s F. S of Morgan's Point: Low 60s F.

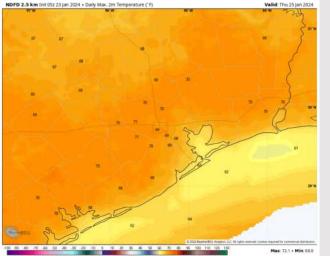
Visibility: Monitoring potential for patchy to widespread fog, especially during the AM hours with start time dependent on exit of rain chances across the area

Precip Image: 3 AM CT



Wind Speed: 7 AM CT



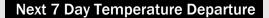


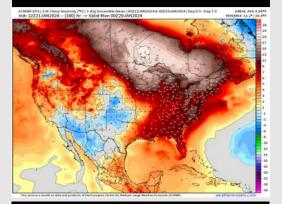
High Temps Thursday

Houston Pilots: 1/23/24

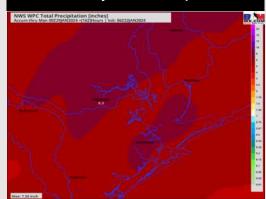




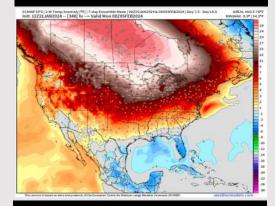




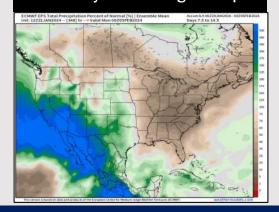
Next 7 Day Total Precipitation



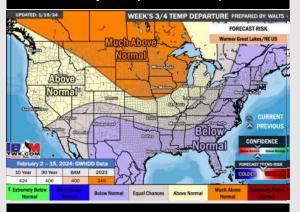
8-14 Day Temperature Departure



8-14 Day % of Average Precip.



15-30 Day Temperature Departure



15-30 Day % of Average Precip.



- > Downpours today through Thursday can yield rainfall amounts of 3 5" + rain. Above normal temperatures favored for the week ahead.
- > Slightly below to seasonal rain chances are expected for the week 2 timeframe. Temps expected to become seasonal for the week 2 timeframe.
- > Below normal temperatures and above normal chances for precipitation are favored in the weeks 3/4 timeframe.