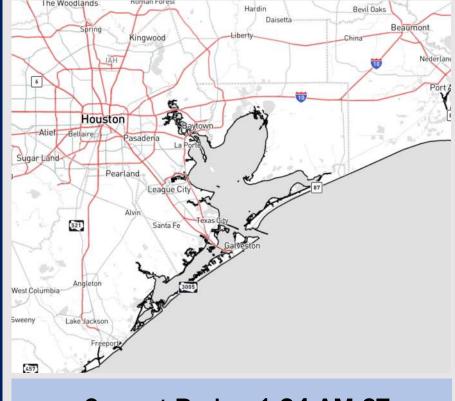
Houston Pilots Forecast Package

Updated: 7:50 AM CT Friday, March 15, 2024

Forecaster: Alyssa Elliott

Weather Headlines

- Storm chances push in this AM. Chances will then continue through the weekend.
- Winds will remain generally mild with non storm related gusts reaching up to 25 kts at times. Storm related gusts may reach 30 – 40 kts.
- Patchy Fog risks favored for much of the day. See visibility slide below for more information.



Houston Pilots

Current Radar: 1:24 AM CT

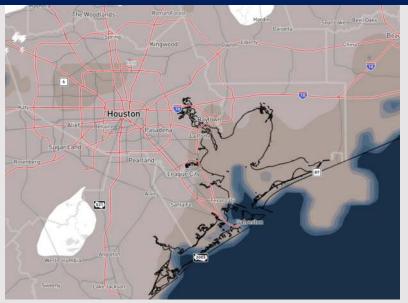


As always, please do not hesitate to reach out to us with any forecast questions via the chat option on Clarity or our on-call number, (317)-560-8122 press 1 for forecast questions.

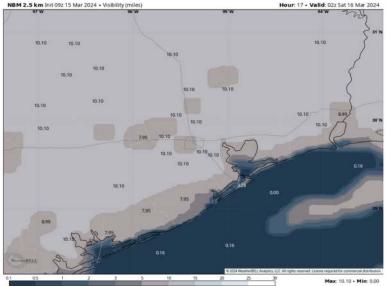
Houston Pilots Visibility Report



Current Visibility as of 7:50 AM CDT



9 PM CDT FRI VISIBILITY



Confidence

Above Normal

Below Normal

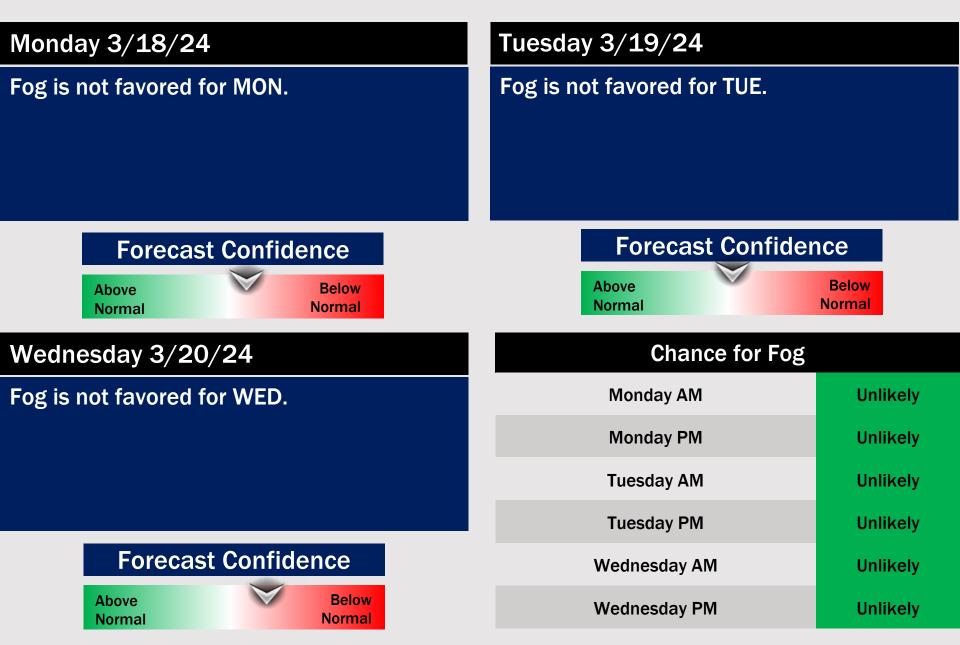
| TIMEFRAME | THREAT |
|-----------------|--------|
| DISCUSSED | |
| NOW - 12 PM SAT | MED |

- Patchy fog / hazy conditions continue to reduce visibility to 1 3 miles from Morgan's Point through the Boarding Station this AM. Cannot rule out isolated instances of visibility dropping to below 1 mile through 11 AM, with the greatest risk between Station 51 – 52 and the Boarding Station.
- By 11 AM-CT, patchy to widespread fog will have receded S. leaving slightly improved visibility of 4

 6 miles N of Stations 37/38 and visibility of 1 2 miles from station 37/38 through the Boarding Station with frequent instances of visibility dropping to less than 1 mile. (this will be the case especially if rain chances can remain N of station 37/38) This risk is favored to last through 9 PM.
- Beyond 9 PM there is lower confidence due to wind direction, however winds shift primarily out of the E but will calm, possible allowing for fog to redevelop, pushing N into Morgan's Point, bringing a risk for visibility reduced to less than 1 mile for stations S of Morgan's Point and to 1 – 2 miles for stations N of Morgan's Point. This risk then lasting through Saturday morning.
- Regardless, there is a risk patchy to widespread dense fog will linger along the coastline and into the Gulf, reducing visibility to 0.5 – 1 mile for stations 11/12 and the Boarding Station.

Houston Pilots Extended Range Visibility Report





Houston Pilots Visibility Chart (miles)



| | | | | | | | | Forecast confidence | | | | | | | | | | | | | | | | |
|-------------------|------------|------------|-------------|-------------|-------------|------------|------------|---------------------|------------|-----------------|------------|------------|------------|------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|
| | | | | | | | | Abo Nori | | Below Normal | | | | | | | | | | | | | | |
| Time | Fri 8am | Fri 9am | Fri 10am | Fri 11am | Fri 12pm | Fri 1pm | Fri 2pm | Fri 3pm | Fri 4pm | Fri 5pm | Fri 6pm | Fri 7pm | Fri 8pm | Fri 9pm | Fri 10pm | Fri 11pm | Sat 12am | Sat 1am | Sat 2am | Sat 3am | Sat 4am | Sat 5am | Sat 6am | Sat 7am |
| 610 Bridge | 4 | 5 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 6 | 5 | 4 | 3 | 2 | 2 | 2 | 2 | 1 |
| Kinder 1 | 4 | 5 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 6 | 5 | 4 | 3 | 2 | 2 | 2 | 2 | 1 |
| Greens Bayou | 4 | 5 | 9 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 9 | 9 | 6 | 4 | 4 | 3 | 2 | 2 | 1 | 1 | 1 |
| Shell Crude | 4 | 5 | 9 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 9 | 8 | 6 | 4 | 4 | 3 | 2 | 2 | 1 | 1 | 1 |
| Lynchburg Ferries | 4 | 5 | 9 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 9 | 8 | 6 | 4 | 2 | 3 | 2 | 2 | 1 | 1 | 1 |
| Exxon 3 | 4 | 5 | 9 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 5 | 4 | 4 | 3 | 2 | 2 | 1 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Morgans Point | 2 | 4 | 6 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 5 | 1 | 4 | 4 | 3 | 2 | 1 | 0.7 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| 75/76 | 1 | 0.8 | 1 | 2 | 2 | 4 | 10 | 10 | 10 | 10 | 10 | 4 | 1 | 1 | 1 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| 63/64 | 1 | 0.8 | 1 | 2 | 2 | 2 | 10 | 10 | 10 | 10 | 10 | 4 | 1 | 1 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| 51/52 | 1 | 0.8 | 1 | 1 | 2 | 4 | 7 | 9 | 9 | 9 | 4 | 3 | 1 | 4 | 0.5 | 0 | 10 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| 37/38 | 1 | 0.8 | 1 | 1 | 3 | 4 | 7 | 7 | 9 | 9 | 3 | 1 | 3 | 4 | 0.5 | 0 | 0 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| 25/26 | 1 | 0.8 | 1 | 2 | 3 | 1 | 6 | 7 | 6 | 7 | 2 | 1 | 3 | 4 | 0.5 | 0 | 0 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| 11/12 | 1 | 0.8 | 0.8 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 0.8 | 0.7 | 3 | 3 | 0.5 | 0 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| 1 & 2 Bravo | 0.5 | 0.5 | 0.5 | 0.5 | 0.8 | 0.5 | 0.8 | 0.8 | 1 | 2 | 0.8 | 0.7 | 2 | 3 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |

Forecast Confidence

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



| | Forecast Confidence | | | | | | | | | | | | | Example | | | | | | | | | | |
|-------------------|---------------------|-----|-----|-----|-----|-----|-----|-----|------|----------------|------|-----|-----|---------|--|-----|-----|-----|-----|-----|-------|---------|------|-----|
| | Above Normal | | | | | | | | Ν | Belov lorma | | | | | Sustained wind 13 Knots Gusts 18 Knots Wind from the N | | | | | | × + + | 13 8 | | |
| Time | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Fri | Sat | Sat |
| Knots | 2am | 3am | 4am | 5am | 6am | 7am | 8am | 9am | 10am | 11am | 12pm | 1pm | 2pm | 3pm | 4pm | 5pm | 6pm | 7pm | 8pm | 9pm | 10pm | 11pm | 12am | 1am |
| 610 Bridge | 9 | 8 | 7 | 7 | 7 | 5 | 5 | 5 | 5 | 6 | 5 | 6 | 6 | 5 | 6 | 6 | 5 | 5 | 5 | 5 | 4 | 4 | 4 | 4 |
| | 19 | 16 | 15 | 13 | 13 | 11 | 10 | 11 | 12 | 12 | 11 | 11 | 12 | 12 | 11 | 12 | 11 | 11 | 10 | 9 | 8 | 8 | 7 | 8 |
| | SSE | S | S | S | S | S | S | SSW | S | SSW | NE | NE | NE | ENE | E | ESE | ESE | E | E | ESE | E | ENE | E | NE |
| Kinder 1 | 9 | 8 | 7 | 7 | 6 | 5 | 5 | 5 | 6 | 5 | 5 | 6 | 6 | 5 | 6 | 6 | 5 | 5 | 5 | 5 | 4 | 4 | 4 | 5 |
| | 19 | 16 | 14 | 13 | 13 | 11 | 10 | 11 | 12 | 11 | 11 | 12 | 12 | 12 | 11 | 11 | 11 | 10 | 10 | 9 | 8 | 8 | 7 | 9 |
| | SSE | S | S | S | S | S | S | SSW | S | SSW | NE | NE | ENE | ENE | ESE | ESE | ESE | E | E | ESE | E | ENE | E | ENE |
| Greens Bayou | 9 | 8 | 7 | 6 | 6 | 5 | 5 | 5 | 6 | 6 | 5 | 6 | 6 | 6 | 6 | 5 | 5 | 5 | 5 | 4 | 4 | 3 | 3 | 4 |
| | 18 | 16 | 14 | 13 | 12 | 11 | 10 | 11 | 12 | 12 | 11 | 11 | 12 | 11 | 10 | 10 | 11 | 11 | 10 | 8 | 8 | 7 | 7 | 8 |
| | SSE | S | S | S | S | S | S | SSW | S | SSW | E | ENE | ENE | ENE | ESE | ESE | ESE | E | ESE | ESE | E | ENE | E | NE |
| Shell Crude | 9 | 7 | 7 | 6 | 6 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 6 | 5 | 5 | 5 | 4 | 4 | 3 | 3 | 4 |
| | 17 | 15 | 14 | 13 | 13 | 11 | 10 | 11 | 12 | 12 | 12 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 10 | 9 | 8 | 7 | 7 | 8 |
| | SSE | S | S | S | S | S | S | S | S | SSW | E | ENE | ENE | ENE | ESE | ESE | ESE | E | ESE | ESE | E | ENE | E | NE |
| Lynchburg Ferries | 8 | 7 | 6 | 6 | 5 | 5 | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 5 | 5 | 5 | 5 | 4 | 3 | 3 | 3 | 3 |
| | 16 | 13 | 13 | 12 | 11 | 10 | 8 | 11 | 12 | 12 | 11 | 11 | 11 | 11 | 11 | 10 | 11 | 11 | 10 | 9 | 7 | 7 | 7 | 7 |
| | SSE | SSE | S | S | S | S | S | S | S | SSW | E | ENE | ENE | E | ESE | SE | SE | ESE | SE | ESE | E | ENE | E | NE |
| Exxon 3 | 9 | 8 | 7 | 7 | 6 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 7 | 6 | 7 | 7 | 7 | 7 | 5 | 5 | 5 | 5 | 4 | 4 |
| | 17 | 16 | 14 | 13 | 13 | 11 | 10 | 11 | 12 | 13 | 12 | 12 | 13 | 13 | 13 | 13 | 13 | 12 | 10 | 10 | 9 | 9 | 8 | 7 |
| | SSE | SSE | S | S | S | S | S | SSE | SSE | SSE | E | E | ENE | E | ESE | SE | ESE | ESE | ESE | E | E | ENE | E | NE |
| Morgans Point | 8 | 7 | 7 | 6 | 6 | 5 | 5 | 5 | 5 | 6 | 7 | 6 | 7 | 7 | 7 | 7 | 7 | 7 | 5 | 5 | 5 | 5 | 4 | 4 |
| | 15 | 14 | 14 | 13 | 12 | 10 | 9 | 11 | 11 | 12 | 13 | 13 | 13 | 13 | 12 | 12 | 13 | 12 | 10 | 9 | 9 | 9 | 8 | 8 |
| | SSE | SSE | S | S | S | S | S | SSE | S | S | E | ENE | ENE | E | ESE | SE | ESE | ESE | ESE | ESE | E | ENE | ENE | ENE |
| 75/76 | 10 | 10 | 9 | 8 | 7 | 7 | 7 | 7 | 8 | 7 | 9 | 8 | 8 | 8 | 9 | 9 | 10 | 10 | 9 | 7 | 6 | 6 | 5 | 5 |
| | 14 | 14 | 13 | 12 | 12 | 11 | 11 | 11 | 13 | 13 | 14 | 14 | 14 | 14 | 14 | 15 | 15 | 14 | 13 | 11 | 9 | 9 | 8 | 7 |
| | SSE | SSE | S | S | S | S | S | SSE | SSE | SE | E | ENE | E | ESE | SE | ESE | ESE | ESE | E | E | E | ENE | ENE | ENE |
| 63/64 | 9 | 9 | 8 | 7 | 7 | 7 | 6 | 7 | 7 | 7 | 9 | 7 | 7 | 8 | 8 | 9 | 9 | 9 | 9 | 7 | 5 | 5 | 5 | 5 |
| | 14 | 13 | 13 | 13 | 11 | 10 | 9 | 11 | 12 | 13 | 14 | 14 | 14 | 14 | 13 | 14 | 14 | 14 | 13 | 11 | 8 | 9 | 8 | 7 |
| | SSE | SSE | S | S | S | S | S | S | SSE | SE | E | ENE | E | ESE | ESE | ESE | ESE | ESE | ESE | E | E | ENE | ENE | ENE |
| 51/52 | 9 | 8 | 8 | 7 | 6 | 5 | 5 | 5 | 7 | 7 | 9 | 8 | 7 | 7 | 7 | 8 | 9 | 9 | 8 | 7 | 5 | 5 | 5 | 4 |
| | 14 | 13 | 13 | 12 | 11 | 9 | 9 | 9 | 11 | 12 | 13 | 14 | 13 | 13 | 13 | 13 | 13 | 13 | 12 | 10 | 9 | 9 | 8 | 8 |
| | SSE | SSE | S | S | S | S | S | SSE | SSE | SE | E | E | E | ESE | ESE | ESE | ESE | ESE | E | E | E | E | ENE | ENE |
| 37/38 | 9 | 8 | 8 | 7 | 6 | 5 | 5 | 5 | 6 | 7 | 9 | 8 | 7 | 7 | 7 | 7 | 8 | 8 | 7 | 7 | 5 | 5 | 5 | 4 |
| | 14 | 13 | 13 | 12 | 12 | 9 | 9 | 9 | 11 | 13 | 13 | 14 | 13 | 13 | 13 | 13 | 12 | 12 | 10 | 10 | 8 | 9 | 7 | 7 |
| | SSE | SSE | S | S | S | S | S | SSE | SSE | SE | E | E | E | ESE | ESE | ESE | ESE | ESE | E | E | E | E | E | ENE |
| 25/26 | 9 | 8 | 8 | 7 | 6 | 6 | 5 | 6 | 5 | 7 | 9 | 9 | 7 | 7 | 8 | 8 | 7 | 7 | 7 | 7 | 5 | 5 | 5 | 4 |
| | 15 | 13 | 13 | 12 | 12 | 10 | 9 | 10 | 10 | 12 | 13 | 14 | 13 | 13 | 12 | 13 | 11 | 11 | 10 | 10 | 8 | 8 | 8 | 8 |
| | SSE | SSE | S | S | S | S | S | S | S | SE | E | E | E | ESE | ESE | ESE | ESE | ESE | E | E | E | E | E | ENE |
| 11/12 | 8 | 7 | 7 | 6 | 6 | 5 | 5 | 5 | 5 | 7 | 9 | 9 | 7 | 7 | 7 | 7 | 6 | 6 | 5 | 5 | 4 | 4 | 4 | 4 |
| | 14 | 14 | 13 | 12 | 11 | 10 | 9 | 9 | 9 | 11 | 13 | 14 | 12 | 12 | 11 | 11 | 9 | 10 | 9 | 9 | 8 | 9 | 8 | 8 |
| | SSE | SSE | S | S | S | S | S | S | SSW | S | E | E | E | ESE | E | ESE | E | E | E | E | E | E | E | ENE |
| 1 & 2 Bravo | 11 | 10 | 10 | 9 | 9 | 9 | 7 | 7 | 7 | 7 | 9 | 9 | 8 | 7 | 7 | 8 | 7 | 7 | 7 | 7 | 7 | 6 | 7 | 6 |
| | 18 | 17 | 16 | 14 | 13 | 13 | 12 | 10 | 11 | 12 | 13 | 14 | 13 | 12 | 12 | 12 | 11 | 11 | 12 | 11 | 11 | 12 | 11 | 10 |
| | SSE | SSE | SSE | S | S | S | S | S | S | SE | E | ESE | E | E | E | E | E | E | E | E | E | E | E | E |

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

Houston Pilots: Fri. 3/15/2024



Forecast Discussion

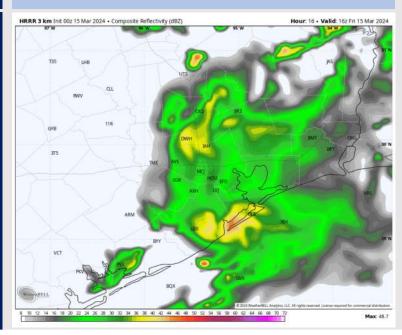
Precip: Showers and storms are favored to increase in coverage beyond 7AM, with a few stronger storms in play as weak front pushes through. During the evening hours, a line of storms likely to impact all stations after 6PM. A few locally strong storms will be in play with hail and wind gusts of 30 – 40 kts.

Wind: Winds out of the S / SSE throughout the day before veering out of the N immediately following the passage of front / storm line (~10PM). N Morgan's Point: Winds at 7 - 13 kts through 10PM, then winds slightly decrease to 5 - 8 kts. S of Morgan's Point: 12 - 16 kts expected for the entire day. Non-thunderstorm gusts of 18 - 23 kts cannot be ruled out throughout the PM prior to passage of front.

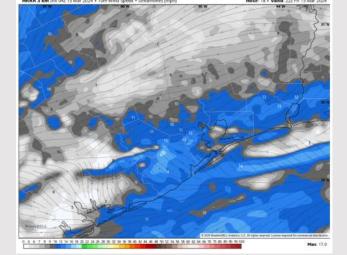
High Temps: N of Morgan's Point: Low 80s F. S of Morgan's Point: Low to Mid 70s F.

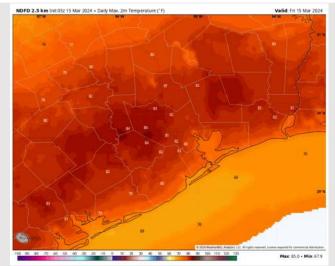
Visibility: Patchy fog will be possible through the AM. Then, needing to watch timing of precip, but SE winds would allow for foggy setup behind rain chances. Heavier downpours can result in reduced visibilities as well but can also help to mix the atmosphere and reduce fog risks N of the coastline.

Precip Image: 11 AM CT



Wind Speed 5 PM CT





High Temps Today

Houston Pilots: Sat. 3/16/2024



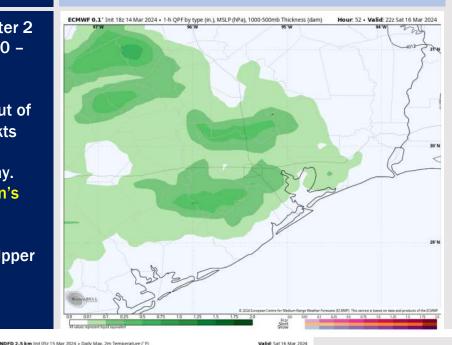
Forecast Discussion

Precip: Scattered to organized pockets of storms will be possible after 2 PM. Severe threat appears low, but a few localized storm gusts of 40 – 50 kts and pockets of hail can't be ruled out.

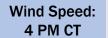
Wind: Winds will be out of N/NNE before 8AM before returning to out of the ESE / SE. N Morgan's Point: Winds expected to remain at 3 - 6 kts through 2 PM. After 2 PM, winds of 5 - 8 kts will be possible. S of Morgan's Point: Winds at 7 - 10 kts will be possible for the entire day. Wind gusts of 25 kts possible after 3 PM CT for stations S of Morgan's Point.

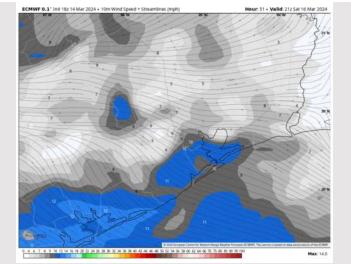
High Temps: N of Morgan's Point: Mid 70's F. S of Morgan's Point: Upper 60s / Near 70 F .

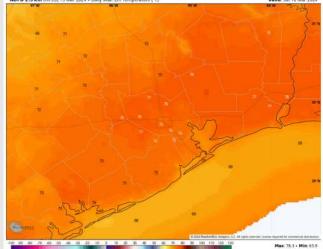
Precip Image: 5 PM CT



Visibility: Fog risk possible Sat AM, See visibility slide.







High Temps Saturday

Houston Pilots: Sun. 3/17/2024



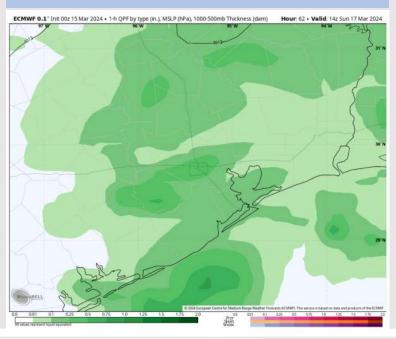
Forecast Discussion

Precip: Scattered showers and storms continue into SUN AM, becoming widespread in nature by 6 AM. Lightning, pockets of hail and 30-40 kt gusts cannot be ruled out with storm. Widespread showers and storms gradually slide to the East and become scattered once again by 2 PM, before tapering off at 7 PM.

Wind: Winds will be variable through 1 PM before settling out of the NE at that time. N of Morgan's Point: Winds at 2-7 kts through 5 PM, increasing to 4-9 kts after that time. S of Morgan's Point: 5-10 kts through 11 AM, decreasing to 3-8 kts after that time before returning to 5-10 kts by 8 PM.

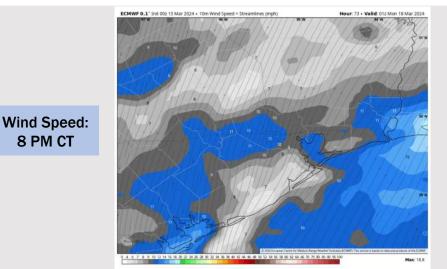
High Temps: N of Morgan's Point: Mid 70's F. S of Morgan's Point: Upper 60s / Near 70 F.

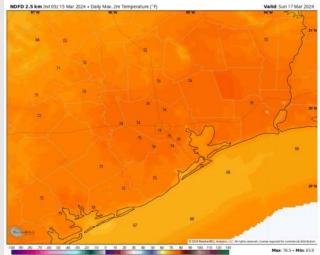
Precip Image: 9 AM CT



Visibility: Visibility concerns not favored for Sunday

8 PM CT

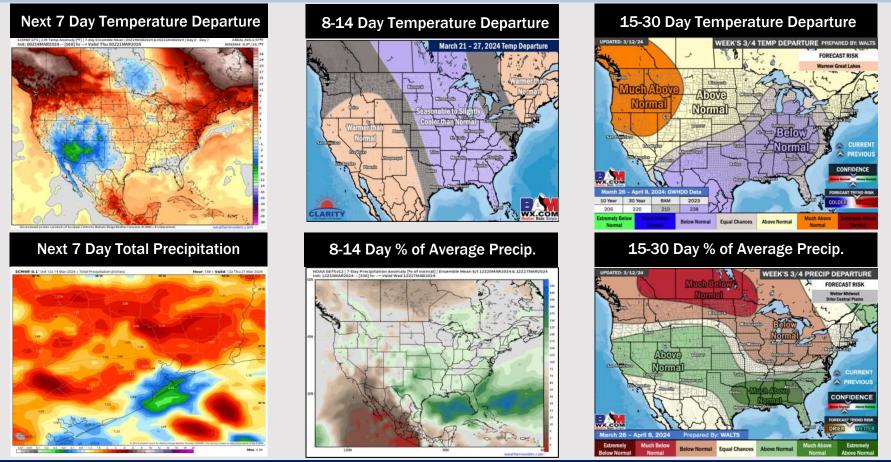




High Temps Sunday

Houston Pilots: 3/15/24





- Multiple shots of rain/ storms will be possible through the weekend and into next week. Temperatures expected to sit above normal.
- Slightly above normal precipitation chances are at play during the week 2 timeframe. Temps expected to be seasonable to below normal.
- Below normal temperatures and above normal chances for precipitation are favored in the weeks ³/₄ timeframe.