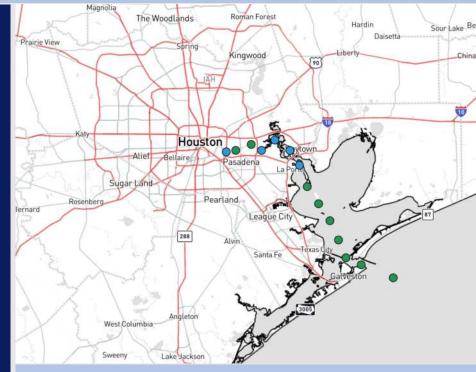
# **Houston Pilots Forecast Package**

Updated: 11:30 PM CT Tuesday, October 15, 2024

#### Forecaster: John Kemper

### **Weather Headlines**

- Dry conditions are favored through much of the week with isolated rain chances entering by late week.
- Strong front pushes in Wednesday AM, with gusts of 30kts + in play!
- No fog concerns over the next 72 hours.



Houston Pilots

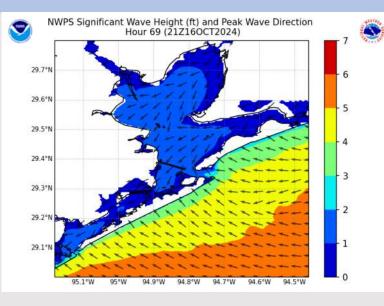
#### Current Radar: 11:25 PM CT

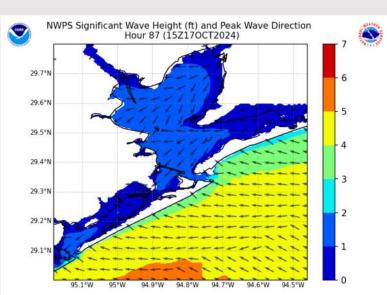


As always, please do not hesitate to reach out to us with any forecast questions via the chat option on Clarity or our on-call number, (317)-560-8122 press 1 for forecast questions.

### **Wave Height Forecast Update**







10 AM CT THU

#### 4 PM CT WED

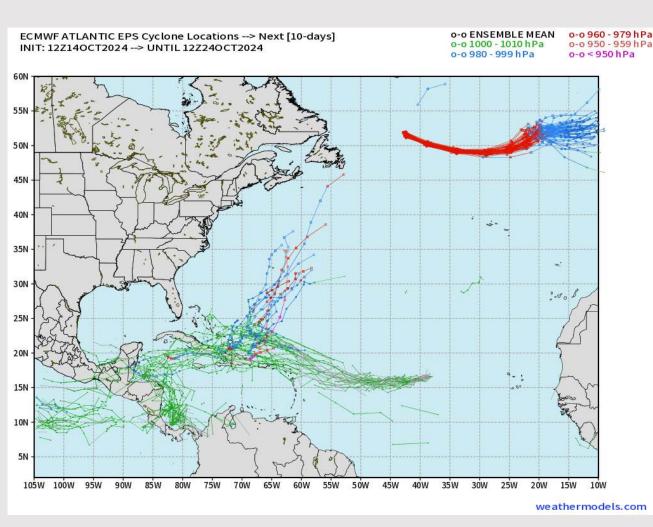
Wave heights will gradually increase to 3' – 5' from 10AM WED for the BOARDING STATION onward through 10AM CT THU.

Waves will then gradually decrease to below 4' from 10AM CT THU onward through 5PM CT THU. This threat only applies to the Boarding Station!

# **Houston Pilots Tropical Update**



#### **European Tropical Tracks - Next 10 Days**



We are tracking the potential for a tropical system to develop E of the Lesser Antilles later this week. In addition, there is a low-end threat in the **Caribbean for** additional development towards the weekend. We continue to favor no threats for Houston favored in next 7 days.

### **Houston Pilots Tropical Update**





### Houston Pilots Visibility Chart (miles)



|                                      |              |             |             |             |             |             | Forecast Confidence |             |             |             |                 |              |              |             |             |             |             |             |             |             |             |             |              |              |
|--------------------------------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------------|-------------|-------------|-------------|-----------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|
|                                      |              |             |             |             |             |             | bove<br>orma        | ıl          |             |             | Below<br>Normal |              |              |             |             |             |             |             |             |             |             |             |              |              |
| Visibility                           | Tue<br>12 am | Tue<br>1 am | Tue<br>2 am | Tue<br>3 am | Tue<br>4 am | Tue<br>5 am | Tue<br>6 am         | Tue<br>7 am | Tue<br>8 am | Tue<br>9 am | Tue<br>10 am    | Tue<br>11 am | Tue<br>12 pm | Tue<br>1 pm | Tue<br>2 pm | Tue<br>3 pm | Tue<br>4 pm | Tue<br>5 pm | Tue<br>6 pm | Tue<br>7 pm | Tue<br>8 pm | Tue<br>9 pm | Tue<br>10 pm | Tue<br>11 pm |
| Houston Pilots N - 610 Bridge        | 10           | 10          | 10          | 10          | 10          | 10          | 10                  | 10          | 10          | 10          | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots M - Kinder 1          | 10           | 10          | 10          | 10          | 10          | 10          | 10                  | 10          | 10          | 10          | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots L - Greens Bayou      | 10           | 10          | 10          | 10          | 10          | 10          | 10                  | 10          | 10          | 10          | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots K - Shell Crude       | 10           | 10          | 10          | 10          | 10          | 10          | 10                  | 10          | 10          | 10          | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots J - Lynchburg Ferries | 10           | 10          | 10          | 10          | 10          | 10          | 10                  | 10          | 10          | 10          | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots I - Exxon 3           | 10           | 10          | 10          | 10          | 10          | 10          | 10                  | 10          | 10          | 10          | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots H - Morgans Point     | 10           | 10          | 10          | 10          | 10          | 10          | 10                  | 10          | 10          | 10          | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots G - 75/76             | 10           | 10          | 10          | 10          | 10          | 9           | 10                  | 10          | 10          | 7.9         | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots F - 63/64             | 10           | 10          | 10          | 10          | 10          | 9           | 10                  | 10          | 10          | 6.9         | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots E - 51/52             | 10           | 10          | 10          | 10          | 10          | 9           | 10                  | 10          | 10          | 6.9         | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots D - 37/38             | 10           | 10          | 10          | 10          | 10          | 10          | 10                  | 10          | 10          | 7.9         | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots C - 25/26             | 10           | 10          | 10          | 10          | 10          | 10          | 10                  | 10          | 10          | 7.9         | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots B - 11/12             | 10           | 10          | 10          | 10          | 10          | 10          | 10                  | 10          | 10          | 9           | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |
| Houston Pilots A - 1 & 2 Bravo       | 10           | 10          | 10          | 10          | 9           | 7.9         | 9                   | 10          | 10          | 7.9         | 10              | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           |

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**

|                                      |                          |                       |                        |                       |                    |                    |                    |                    |                    |               |                           |               |                  |                    |                  |                 |                    | Weather. Made. Simp |                   |                    |                   | ple.               |                   |                   |  |
|--------------------------------------|--------------------------|-----------------------|------------------------|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------------------|---------------|------------------|--------------------|------------------|-----------------|--------------------|---------------------|-------------------|--------------------|-------------------|--------------------|-------------------|-------------------|--|
|                                      | Forecast Confidence      |                       |                        |                       |                    |                    |                    |                    |                    |               | Sustained wind            |               |                  |                    |                  |                 |                    |                     | nots              |                    | Example           |                    |                   |                   |  |
|                                      | Above<br>Normal          |                       |                        |                       | $\forall$          |                    |                    | Below              |                    |               |                           |               |                  |                    | Gusts 15 Knots   |                 |                    |                     |                   |                    |                   | 10<br>15           |                   |                   |  |
|                                      |                          |                       |                        |                       |                    |                    | Normal             |                    |                    |               | ->                        |               |                  |                    | Wind from the SE |                 |                    |                     |                   |                    |                   | K                  |                   |                   |  |
| Wind                                 | Tue<br>12 am             | Tue<br>1 am           | Tue<br>2 am            | Tue<br>3 am           | Tue<br>4 am        | Tue<br>5 am        | Tue<br>6 am        | Tue<br>7 am        | Tue<br>8 am        | Tue<br>9 am   | Tue<br>10 am              | Tue<br>11 am  | Tue<br>12 pm     | Tue<br>1 pm        | Tue<br>2 pm      | Tue<br>3 pm     | Tue<br>4 pm        | Tue<br>5 pm         | Tue<br>6 pm       | Tue<br>7 pm        | Tue<br>8 pm       | Tue<br>9 pm        | Tue<br>10 pm      | Tue<br>11 pm      |  |
| Houston Pilots N - 610 Bridge        | 3<br>9<br>¥              | 3<br>9<br>4           | 3<br>9<br>ע            | 3<br>8<br>7           | 387<br>*           | 3<br>8<br>➔        | 3<br>8<br>7        | 3<br>8<br>十        | 3<br>8<br>十        | 3<br>8<br>7   | 3<br>8<br>7               | 3<br>8<br>→   | 3<br>8<br>→      | 5 9 <b>7</b>       | 5<br>10<br>7     | 5 9 <b>7</b>    | 5<br>9<br>14       | 3<br>9<br>14        | 3<br>9<br>על      | 5<br>9<br>K        | 5<br>9<br>K       | 5<br>9<br>K        | 5<br>10<br>个      | 6<br>12           |  |
| Houston Pilots M - Kinder 1          | 3<br>9<br>¥              | 3<br>9<br>¥           | 3<br>9<br>لا           | 3<br>8<br>→           | 3<br>8<br>7        | 3<br>8<br>➔        | 3<br>8<br>7        | 3<br>8<br>7        | 3<br>8<br>7        | 3<br>8<br>-7  | 3<br>8<br>7               | 3<br>8<br>→   | 3<br>8<br>→      | 5<br>9<br><b>7</b> | 5<br>10<br>7     | 5<br>9<br>14    | 5<br>9<br>7        | 3<br>9<br>14        | 3<br>9<br>1/1     | 5<br>9<br><b>K</b> | 5<br>9<br>K       | 5<br>9<br>K        | 5<br>10<br>7      | 6<br>12<br>4      |  |
| Houston Pilots L - Greens Bayou      | 3<br>8<br>1⁄2            | 3<br>8<br>1⁄2         | 3<br>3<br>3            | 3<br>8<br>7           | 3<br>8<br>➔        | 3<br>8<br><b>→</b> | 3<br>8<br>→        | 3<br>8<br>→        | 3<br>8<br>->       | 3<br>8<br>-7  | 3<br>8<br>-7              | 3<br>8<br>→   | 3<br>8<br>→      | 397                | 5<br>9<br>7      | 5<br>9 <b>7</b> | 5<br>9<br>7        | 5<br>9<br>74        | 5<br>9<br>↓       | 5<br>9<br>K        | 5<br>9<br>K       | 5<br>9<br>K        | 5<br>10<br>7      | 6<br>12<br>K      |  |
| Houston Pilots K - Shell Crude       | 3<br>8<br>1⁄2            | 3<br>8<br>4           | 3<br>9<br>1            | 3 8 7                 | 3<br>8<br>->       | 3<br>8<br>7        | 3 8                | 3<br>8<br>->       | 3<br>8<br>->       | 3<br>8<br>->  | 3<br>8<br>-7              | 3<br>8<br>→   | 3<br>8<br>→      | 3 9 7              | 597              | 5<br>9<br>1     | 5<br>9<br>7        | 3<br>9<br>1         | 5<br>9<br>12      | 5<br>9<br>K        | 5<br>9<br>K       | 5<br>9<br><b>K</b> | 5<br>10<br>~      | 6<br>12<br>K      |  |
| Houston Pilots J - Lynchburg Ferries | ¥                        | 3<br>8<br>1/2         | 3<br>8<br>↓            | 3<br>8<br>1/2         | 3<br>8<br>->       | 3<br>8<br>->       | 3 7 +              | 3<br>7<br>→        | 3<br>7<br>→        | 3<br>7<br>7   | 3 8 7                     | 3<br>8<br>→   | 3<br>8<br>→      | 3<br>9<br>→<br>6   | 397              | 3<br>8<br>7     | 3<br>8<br>X        | 3<br>9<br>1/2       | 3<br>9<br>↓       | 3<br>9<br>K        | 5<br>9<br>K       | 5<br>9<br>K        | 5<br>10<br>K      | 6<br>12<br>K<br>9 |  |
| Houston Pilots l - Exxon 3           | 7<br>10<br><i>K</i><br>7 | 8<br>12<br>12<br>7    | 8<br>12<br>12          | 8<br>10<br>-><br>8    | 7<br>10<br>-7<br>7 | 7<br>10<br>-7<br>7 | 7<br>10<br>-7<br>7 | 7<br>10<br>-7<br>7 | 6<br>10<br>-7<br>7 | 9<br>7<br>6   | 6<br>9<br>- <b>7</b><br>6 | 9<br>→        | 6<br>9<br>→<br>6 | °<br>9<br>→        | 6<br>10<br>→     | 6<br>10<br>→    | 6<br>10<br>7<br>6  | 6<br>10<br>3        | 6<br>10<br>7<br>6 | 7<br>10<br>K       | 7<br>10<br>个<br>7 | 8<br>12<br>个       | 8<br>13<br>个<br>8 | 9<br>13<br>K<br>9 |  |
| Houston Pilots H - Morgans Point     | 12<br>¥                  | 12<br>12<br>12<br>9   | °<br>12<br>↓<br>9      | °<br>12<br>→<br>9     | 10<br>→<br>9       | ,<br>12<br>→<br>9  | 10<br>→<br>9       | 10<br>-><br>8      | 10<br>-><br>8      | 10<br>-><br>8 | 9<br>-7<br>-8             | 9<br>->       | 9<br>->          | 9<br>→             | 10<br>-><br>6    | 10<br>→<br>6    | 10<br>-7<br>6      | 10<br>个             | 10<br>7<br>6      | 10<br>4<br>7       | 10<br>1<br>10     | 12<br>个<br>8       | 0<br>13<br>↑<br>9 | 13<br>个<br>10     |  |
| Houston Pilots G - 75/76             | 13<br>K<br>9             | 14<br>12<br>9         | 14<br>لا               | 14<br>-><br>9         | 14<br>-><br>9      | 14<br>-7<br>9      | 14<br>-7<br>9      | 13<br>-7<br>9      | 13<br>-7<br>9      | 13<br>-7<br>8 | 12<br>-><br>8             | 12<br>→<br>7  | 10<br>→<br>6     | 9<br>7<br>5        | 10<br>7<br>5     | 9<br>1<br>5     | 10<br>个<br>5       | 10<br>7<br>6        | 10<br>7<br>6      | 12<br>个            | 12<br>个<br>8      | 13<br>↑<br>8       | 13<br>7<br>9      | 14<br>7<br>10     |  |
| Houston Pilots F - 63/64             | 14<br>71<br>9            | 14<br>→<br>10         | 14<br>7                | 14<br>-7<br>10        | 14<br>-7<br>10     | 14<br>-><br>10     | 14<br>-7<br>9      | 14<br>-7<br>9      | 14<br>-7<br>9      | 13<br>-><br>8 | 13<br>-><br>8             | 12<br>→<br>8  | 10<br>→<br>6     | 9<br>.7<br>6       | 10<br>7<br>6     | 9<br>个<br>5     | 9<br><b>K</b><br>5 | 9<br>7<br>6         | 10<br>个<br>6      | 12<br>个<br>7       | 12<br>↑<br>8      | 13<br>↑<br>8       | 13<br>7<br>9      | 14<br>7<br>9      |  |
| Houston Pilots E - 51/52             | 15<br>71<br>10           | 15<br>71<br>10        | 15<br>ス<br>10          | 15<br>>7<br>10        | 15<br>->7<br>10    | 15<br>-><br>10     | 15<br>-><br>10     | 15<br>-7<br>9      | 15<br>-7<br>9      | 14<br>→<br>8  | 13<br>→<br>8              | 13<br>→<br>8  | 12<br>→<br>7     | 9<br>→<br>6        | 10<br>オ<br>6     | 9<br>7<br>6     | 9<br>7<br>6        | 9<br><b>^</b><br>6  | 10<br>个<br>6      | 12<br>↑<br>7       | 12<br>7<br>8      | 13<br>7<br>8       | 13<br>7<br>8      | 14<br>7<br>9      |  |
| Houston Pilots D - 37/38             | 15<br>71<br>10           | 15<br>71<br>10        | 15<br><i>7</i> 1<br>10 | 15<br>27<br>10        | 15<br>->7<br>10    | 15<br>->7<br>10    | 15<br>-><br>10     | 15<br>-><br>10     | 15<br>-7<br>9      | 14<br>-><br>9 | 14<br>-><br>8             | 13<br>→<br>8  | 12<br>→<br>7     | 10<br>→<br>6       | 10<br>-7<br>6    | 10<br>71<br>6   | 10<br>个<br>6       | 10<br>↑<br>6        | 10<br>↑<br>7      | 12<br>7<br>8       | 12<br>7<br>8      | 13<br>7<br>8       | 13<br>7<br>8      | 14<br>71<br>8     |  |
| Houston Pilots C - 25/26             | 15<br>71<br>9            | 15<br><i>7</i> 1<br>9 | 15<br>ス<br>9           | 15<br><i>7</i> 1<br>9 | 15<br>-7<br>9      | 15<br>-7<br>9      | 15<br>-7<br>9      | 15<br>->7<br>9     | 15<br>-7<br>9      | 15<br>-7<br>8 | 14<br>-><br>8             | 13<br>→<br>8  | 13<br>→<br>8     | 10<br>→<br>7       | 12<br>-7<br>6    | 10<br>71<br>6   | 10<br>7<br>6       | 10<br>17<br>6       | 12<br>↑<br>7      | 12<br>7<br>7       | 12<br>7<br>7      | 13<br>7<br>7       | 13<br>7<br>7      | 13<br>71<br>8     |  |
| Houston Pilots B - 11/12             | 15<br>オ<br>13            | 15<br>71<br>13        | 15<br>オ<br>12          | 15<br>27<br>13        | 15<br>-><br>13     | 15<br>-7<br>13     | 15<br>→<br>13      | 15<br>->><br>13    | 15<br>→<br>12      | 15<br>→<br>12 | 15<br>→<br>10             | 14<br>→<br>10 | 13<br>→<br>9     | 12<br>→<br>8       | 12<br>→<br>8     | 12<br>77        | 12<br>7<br>7       | 10<br>7<br>8        | 12<br>7<br>8      | 12<br>7<br>8       | 12<br>7<br>8      | 13<br>7<br>8       | 13<br>7<br>9      | 13<br>7<br>9      |  |
| Houston Pilots A - 1 & 2 Bravo       | 18<br>7                  | 17<br>7               | 17<br>7                | 18<br><i>7</i> 1      | 18<br>7            | 18<br>->           | 18<br>.>r          | 18<br>->           | 17<br>-7           | 17<br>→       | 16<br>→                   | 16<br>→       | 15<br>→          | 14<br>->           | 13<br>7          | 13<br>7         | 13<br>71           | 13<br>7             | 13<br>7           | 13<br>7            | 13<br>7           | 14<br>71           | 13<br>7           | 14<br>7           |  |

Houston Pilots

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# Houston Pilots: TUE. 10/15/2024



#### **Forecast Discussion**

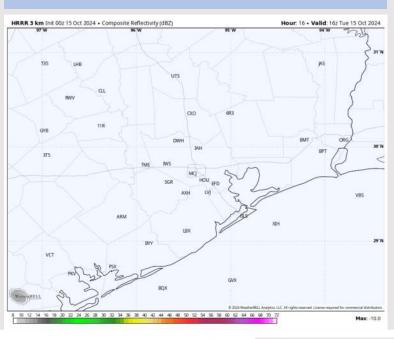
**Precip:** Favoring dry conditions for today.

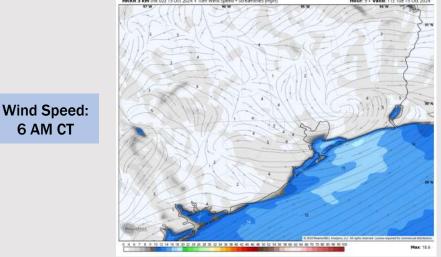
Wind: Winds will be generally out of the W/SW through 6PM before slowly veering out of the south for the remainder of the evening. N of Morgan's Point: Winds will be sustained at 3 - 7 kts for the entire day. S of Morgan's Point: Winds will be at 10 – 15 kts near the Boarding Station from 12 AM – 7 AM, with winds slightly weakening to 8 – 13 kts through the rest of the day.

High Temps: N of Morgan's Point: Mid 90s F. S of Morgan's Point: Mid to upper 80s F

Visibility: Low end risks for patchy fog will remain just W / SW of all stations.

#### Precip Image: 11 AM CT





High Temps Today

# Houston Pilots: WED. 10/16/2024



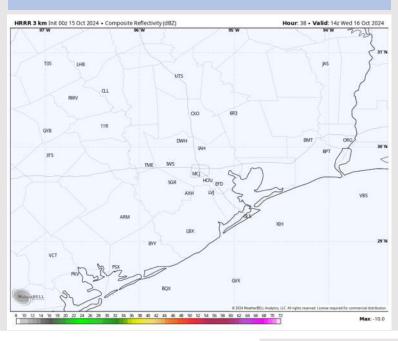
#### **Forecast Discussion**

**Precip:** Favoring dry conditions for Wednesday.

Wind: A strong cold front will push in from the NNE. Winds quickly shift out of the S/SW to out of the NE/ENE shortly after midnight, and remain there for the rest of the day. N of Morgan's Point: Winds will be at 11 -16 kts, decreasing to 5 – 10 kts after 7 PM. Gusts of 20-25 kts in play through 5PM. S of Morgan's Point: Winds will be at 22 – 26 kts through 2 PM, decreasing to to 15 – 20 kts after that time. Gusts of 30-35 kts in play through 2 PM, decreasing to 20-25 kts after that time. Some gusts may reach 40 kts near the Boarding Station.

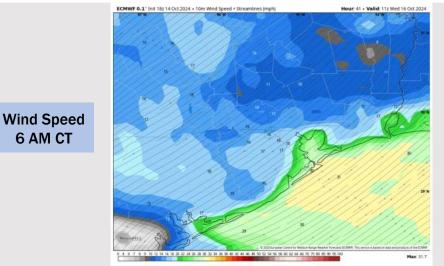
High Temps: N of Morgan's Point: Mid to upper 70s F. S of Morgan's Point: Lower to mid 70s F.

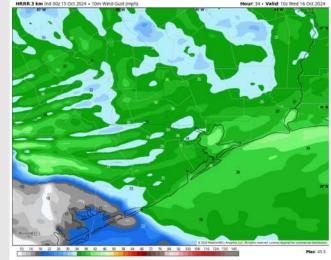
#### Precip Image: 9 AM CT



Visibility: No visibility concerns for Wednesday.

6 AM CT





Wind Gusts 5 AM CT

# Houston Pilots: THU. 10/17/2024



#### **Forecast Discussion**

**Precip:** Favoring dry conditions for Thursday.

Wind: Winds will be generally out of the ENE throughout Thursdays. N of Morgan's Point: Winds will be at 4 – 9 kts for the entire day. S of Morgan's Point: Winds will be at 12 – 17 kts through 6PM. After 6PM, winds will return to the 8 - 13 kts for the rest of the evening. Wind gusts up to 20 kts are possible for Stations S. of Morgan's Point from 4AM - 2PM.

**High Temps:** N of Morgan's Point: Mid 70s F. S of Morgan's Point: Lower 70s F.

Visibility: Not favoring any fog concerns for Thursday.

#### Precip Image: 7 AM CT

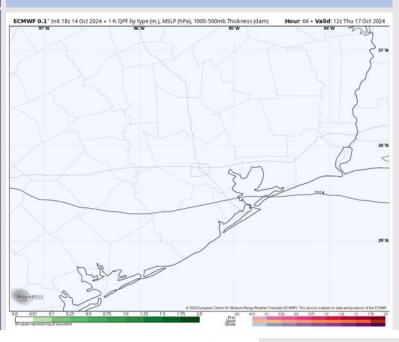
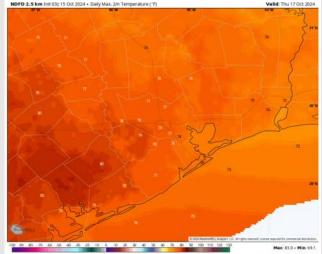




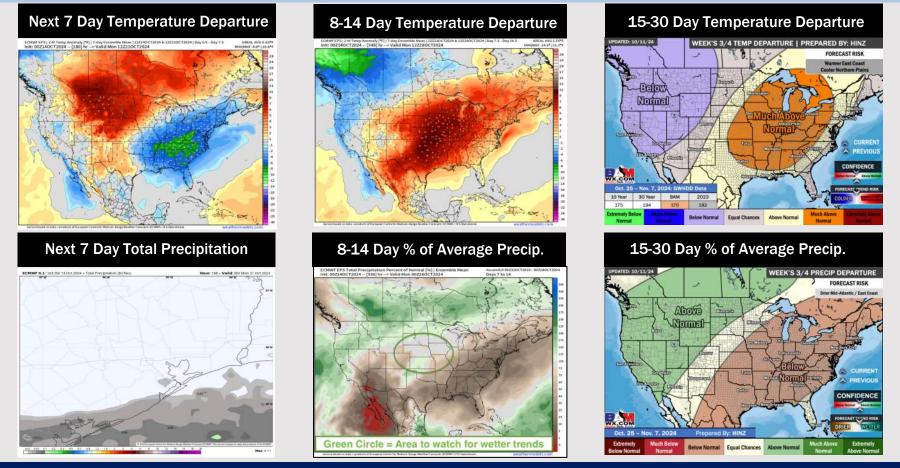
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High Temps Thursday

# Houston Pilots: 10/15/24





- Temps are expected to be near normal for the week 1 timeframe. Favoring mostly dry conditions through the week 1 timeframe.
- Above normal temperatures are favored for week 2. Favoring precipitation to be below normal.
- Above normal temperatures and below normal precipitation chances are expected for the weeks <sup>3</sup>/<sub>4</sub> timeframe.