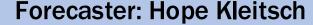
# **Houston Pilots Forecast Package**

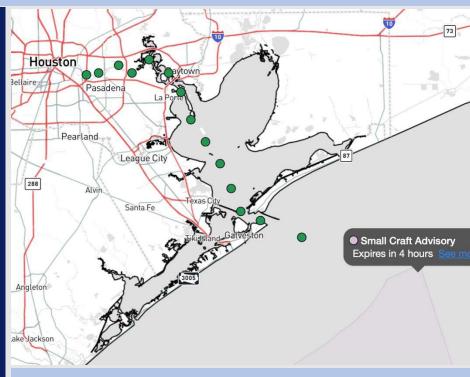
Updated: 1:40 PM CT

Thursday, January 16, 2025



### **Weather Headlines**

- Gusts of 20 25 kts will be back in the forecast for Friday and Saturday.
- Favoring dry conditions to continue through the start of the weekend.
- Patchy, non-sea fog risks will be in play for Friday AM. See visibility slide for additional info.



**Current Radar: 1:30 PM CT** 



As always, please do not hesitate to reach out to us with any forecast questions at (317)-560-8122. Press 1 for forecast questions.

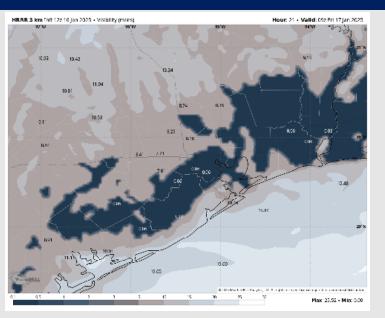
You can also access real-time forecast updates and 24/7 meteorological chat assistance on your <u>Clarity</u> app. Click <u>here</u> for login assistance.

# **Houston Pilots Visibility Report**

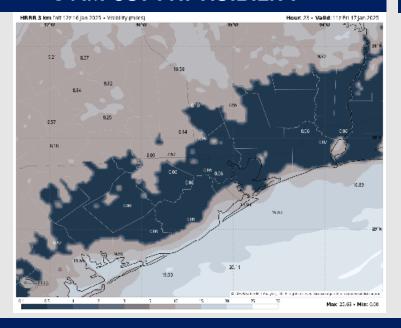




#### **3 AM CST FRI VISIBILITY**



### **5 AM CST FRI VISIBILITY**



### Confidence



- **TIMEFRAME THREAT DISCUSSED** 12AM - 10 AM FRI
  - Low-Med

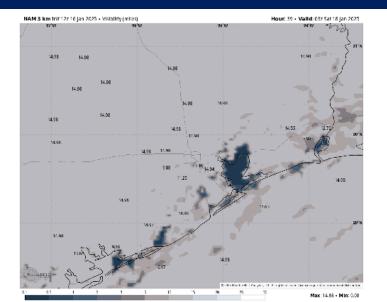
- > Patchy, non-sea fog will be possible for all stations N of 11/12 from 12 - 10 AM Friday.
- Confidence is lower in exact timing of when fog develops and exits.
- $\triangleright$  Visibilities of less than  $\frac{1}{2}$  mile will be possible, especially from 3AM - 7AM.

# **Houston Pilots Visibility Report**

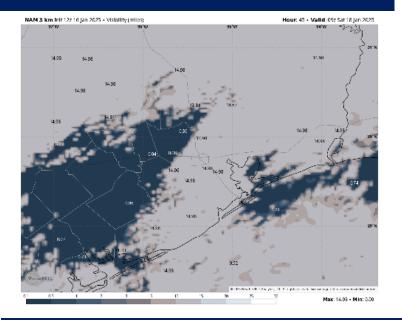




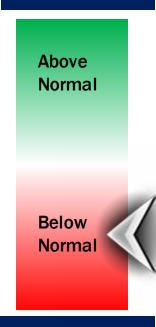
#### 9 PM CST FRI VISIBILITY



#### **3 AM CST SAT VISIBILITY**



### Confidence



- Patchy sea fog is expected to develop, starting at the Boarding Station at ~8PM and gradually expand to encompass Stations S. of Morgan's Point by 12AM.
- ➤ Favoring visibilities to reduce to 2 4 miles with pockets of dense fog with <0.50-mile visibility for Stations S. of Morgan's Point.
- Once the frontal passage comes through in the early AM, fog will clear out. Confidence is lower with this exact timing.

# TIMEFRAME THREAT DISCUSSED 8 PM FRI - 6 AM SAT Low-End

### **Houston Pilots Extended Range Visibility Report**







No fog concerns for Sunday.

### Monday 1/20/25

No fog concerns for Monday.

### **Forecast Confidence**

**Above** Normal

**Below** Normal

### **Forecast Confidence**

**Above** Normal

**Below** Normal

### **Tuesday 1/21/25**

No fog concerns for Tuesday.

### **Chance for Fog**

**Sunday AM** 

**Sunday PM** Unlikely

**Monday AM** 

**Monday PM** Unlikely

Tuesday AM

Tuesday PM

Unlikely Unlikely

**Unlikely** 

Unlikely

### **Forecast Confidence**

**Above** Normal

**Below** Normal

# **Houston Pilots Visibility Chart (miles)**





### **Forecast Confidence**

Above Normal Below Normal

|                                      |             |             |             |             |             |             | Norm        | Normal      |              |              |              |             |             |             |             |             |             |             |             |             |              |              |              |             |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|
| Visibility                           | Thu<br>2 pm | Thu<br>3 pm | Thu<br>4 pm | Thu<br>5 pm | Thu<br>6 pm | Thu<br>7 pm | Thu<br>8 pm | Thu<br>9 pm | Thu<br>10 pm | Thu<br>11 pm | Fri<br>12 am | Fri<br>1 am | Fri<br>2 am | Fri<br>3 am | Fri<br>4 am | Fri<br>5 am | Fri<br>6 am | Fri<br>7 am | Fri<br>8 am | Fri<br>9 am | Fri<br>10 am | Fri<br>11 am | Fri<br>12 pm | Fri<br>1 pm |
| Houston Pilots N - 610 Bridge        | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           | 10           | 10          | 6.9         | 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          | 6.9         | 10          | 9           | 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          | 6.9         | 10          | 7.9         | 9           | 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          | 6.9         | 10          | 6.9         | 7.9         | 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          | 6.9         | 10          | 7.9         | 9           | 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          | 2.5         | 1.6         | 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          | 2.5         | 1.6         | 10          | 10          | 10          | 10          | 10           | 10           | 10           | 10          |
| Houston Pilots G - 75/76             | 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 F - 63/64             | 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 E - 51/52             | 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 D - 37/38             | 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 C - 25/26             | 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 B - 11/12             | 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 A - 1 & 2 Bravo       | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           | 10           | 10          |
| NOTE THE .                           |             |             |             |             |             | - /         |             |             |              |              | 1. 11.       |             |             |             | A . I . '   |             | - 11        |             |             |             |              |              | - 1 1 -      |             |

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**





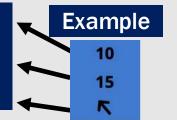
### **Forecast Confidence**

Above Below Normal Normal

**Sustained wind 10 Knots** 

**Gusts 15 Knots** 

Wind from the SE



| Wind   | Thu<br>2 pm | Thu<br>3 pm | Thu<br>4 pm | Thu      | Thu<br>6 pm     | Thu<br>7 pm   | Thu<br>8 pm   | Thu  | Thu<br>10 pm | Thu<br>11 pm | Fri<br>12 am | Fri<br>1 am | Fri<br>2 am | Fri<br>3 am | Fri<br>4 am | Fri<br>5 am | Fri<br>6 am | Fri<br>7 am | Fri<br>8 am | Fri<br>9 am | Fri<br>10 am | Fri<br>11 am | Fri<br>12 pm | Fri<br>1 pm |
|--|-------------|-------------|-------------|----------|-----------------|---------------|---------------|------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|
|  | 2 pm        | 3 pm        | 4 pm        | 5 pm     | o pm            | / pm          | o biii        | 9 pm | 10 pm        | 11 pm        | 12 am        | ı am        | 2 am        | 3 am        | 4 am        | o am        | o am        | / am        | o am        | 9 am        | 10 am        | I I am       | 12 pm        | ı pını      |
| Houston Pilots N - 610 Bridge                                    | 3           | 3           | 3           | 2        | 2               | 2             | 1             | 1    | 1            | 1            | 1            | 1           | 1           | 1           | 1           | 1           | 1           | 1           | 2           | 3           | 5            | 6            | 8            | 9           |
|  | 8           | 7           | 7           | 6        | 5               | 3             | 3             | 2    | 2            | 2            | 2            | 3           | 3           | 3           | 3           | 3           | 5           | 5           | 7           | 7           | 9            | 13           | 17           | 20          |
|  | 4           | 4           | <b>+</b>    | <b>4</b> | 4               | K             | +             | +    |              | 7            | <b>↑</b>     | 1           | <b>↑</b>    | 1           | 7           | 1           | 7           | 7           | 7           | K           | Γ.           | ~            | 1            | 7           |
| Houston Pilots M - Kinder 1                                      | 3           | 3           | 3           | 3        | 2               | 1             | 1             | 1    | 1            | 1            | 1            | 1           | 1           | 1           | 1           | 1           | 1           | 1           | 2           | 3           | 5            | 6            | 8            | 9           |
|  | A<br>8      | 7<br>1      | ,<br>,      | <b>₹</b> | 5<br>1 <u>/</u> | 3<br><i>K</i> | 3<br><i>E</i> | 2    | 2            | 2<br>17      | 2<br>1       | 3<br>1      | 3<br>↑      | 2<br>↑      | 3           | 3<br>1      | 5           | 5           | 7           | 7           | 9            | 13           | 17           | 20<br>1     |
| Houston Pilots L - Greens Bayou                                  | 3           | 3           | 3           | 3        | 2               | 1             | 1             | 1    | 1            | 1            | 1            | 1           | 1           | 1           | 1           | 1           | 1           | 1           | 2           | 3           | 5            | 6            | 8            | 10          |
|  | 8           | 8           | 7           | 7        | 5               | 3             | 2             | 2    | 2            | 2            | 2            | 2           | 2           | 2           | 3           | 3           | 5           | 5           | 6           | 7           | 9            | 13           | 17           | 20          |
|  | 4           | 1           | 1           | <b>+</b> | 1               | K             | K             | +    | K            | 7            | 1            | <b>1</b>    | <b>1</b>    | 1           | 7           | 1           | 7           | 1           | ~           | K           | ~            | K            | 1            | 1           |
|  | 5           | 3           | 3           | 3        | 3               | 1             | 1             | 1    | 1            | 1            | 1            | 1           | 1           | 1           | 1           | 1           | 1           | 1           | 2           | 3           | 5            | 6            | 8            | 10          |
| Houston Pilots K - Shell Crude                                   | 8           | 8           | 7           | 7        | 5               | 3             | 2             | 2    | 2            | 2            | 2            | 2           | 2           | 2           | 3           | 3           | 3           | 5           | 6           | 7           | 9            | 13           | 17           | 20          |
|  | 1           | 1           | 1           | 1        | 1               | K             | K             | +    |              | 1            | 1            | 1           | 1           | 1           | 7           | 1           | 7           | 7           | ~           | K           | ~            | 7            | ~            | 1           |
|  | 3           | 3           | 3           | 3        | 2               | 1             | 1             | 1    | 1            | 1            | 1            | 1           | 1           | 1           | 1           | 1           | 1           | 1           | 2           | 3           | 3            | 6            | 8            | 10          |
| Houston Pilots J - Lynchburg Ferries  Houston Pilots I - Exxon 3 | 8           | 7           | 7           | 6        | 5               | 3             | 2             | 2    | 2            | 2            | 2            | 2           | 2           | 2           | 2           | 3           | 3           | 5           | 6           | 7           | 9            | 13           | 17           | 20          |
|  | 5           | 4           | 4           | 7        | 4               | K             | K             | +    | K            | 1            | 7            | 1           | 1           | 1           | 7           | 1           | 7           | 7           | ~           | K           | 6            | 7            | 7            | 10          |
|  |             | 5<br>9      | 5           | 3<br>7   | 3               | 2<br>5        | 2<br>5        | 3    | 1            | 1<br>3       | 3            | 3           | 3           | 1           | 2           | 2           | 2 5         | 3           | 3<br>7      | 6           | 10           | 8<br>14      | 9<br>17      | 20          |
|  | 10          | 1           | J.          | 1.       | 6<br>V.         | y.            | ÷             | K    | 3            | 1            | 3            | 1           | 7           | 3           | 7           | 5<br>1      | 7           | 6           | K           | ,<br>K      | 10           | 7            | ~            | 7           |
| Houston Pilots H - Morgans Point                                 | 5           | 5           | 5           | 3        | 3               | 3             | 2             | 2    | 2            | 1            | ì            | 1           | 1           | 1           | 2           | 2           | 2           | 3           | 3           | 5           | 6            | 8            | 9            | 10          |
|  | 10          | 9           | 8           | 7        | 6               | 5             | 5             | 3    | 3            | 3            | 3            | 3           | 3           | 3           | 3           | 5           | 5           | 6           | 7           | 8           | 10           | 14           | 17           | 20          |
|  | 1           | 1           | 1           | 1        | 1               | K             | K             | K    | K            | 1            | <b>↑</b>     | 1           | 1           | 1           | 1           | <b>1</b>    | 7           | 7           | K           | K           | K            | ~            | K            | K           |
| 5  | 5           | 5           | 3           | 3        | 3               | 3             | 3             | 2    | 2            | 2            | 1            | 2           | 2           | 2           | 2           | 2           | 3           | 3           | 5           | 6           | 7            | 8            | 9            | 10          |
| Houston Pilots G - 75/76   | 10          | 9           | 8           | 7        | 6               | 5             | 5             | 5    | 5            | 3            | 3            | 3           | 3           | 3           | 5           | 5           | 5           | 6           | 7           | 9           | 12           | 15           | 17           | 20          |
|  | 1           | 1           | 4           | K        | K               | K             | ~             | ~    | ~            | 1            | 1            | 1           | 1           | 1           | 1           | 1           | ~           | ~           | ~           | K           | K            | K            | K            | K           |
|  | 5           | 3           | 3           | 3        | 3               | 3             | 2             | 2    | 2            | 2            | 2            | 2           | 2           | 2           | 2           | 3           | 3           | 3           | 5           | 6           | 7            | 8            | 9            | 10          |
| Houston Pilots F - 63/64   | 10          | 8<br>L      | 7           | 7        | 6               | 5             | 5             | 5    | 5            | 3            | 3            | 3           | 3           | 3           | 5           | 5           | 5           | 6           | 7           | 9           | 12           | 14           | 17           | 18          |
|  | 1           |             | V.          | +        | K               | Κ.            | 1             | 7    | 7 2          | 1            | 1            | 1           | <b>↑</b>    | 1           | 1           | 1           | 3           | ~           | Γ.          | K           |              | Κ.           | 9            | 10          |
| Houston Pilots E - 51/52   | 6<br>10     | 3<br>9      | 3           | 3<br>7   | 3<br>6          | 2             | 2<br>5        | 2    | 5            | 1            | 3            | 3           | 3           | 3           | 2           | 2<br>5      | 5           | 3<br>6      | 5<br>7      | 6           | 7<br>12      | 8<br>14      | 16           | 18          |
| Hodston Fliots E - 31/32   | 10          | Ţ           | í           | , T      | ů,              | ٠<br>٧        | <b>1</b>      | ~    | ,            | 1            | <b>^</b>     | <b>↑</b>    | 1           | 1           | ^           | 1           | , K         | ,<br>K      | ĸ           | ,           | K            | K            | K            | ~           |
|  | 6           | 5           | 3           | 3        | 3               | 3             | 2             | 1    | 2            | 1            | 1            | 1           | 1           | 1           | 2           | 2           | 3           | 3           | 5           | 6           | 7            | 8            | 9            | 10          |
| Houston Pilots D - 37/38   | 12          | 9           | 8           | 7        | 6               | 5             | 5             | 3    | 5            | 3            | 3            | 3           | 3           | 3           | 5           | 5           | 5           | 7           | 7           | 9           | 12           | 14           | 16           | 17          |
|  | 1           | 1           | 4           | 1        | 1               | 1             | 1             | *    | ~            | 1            | 1            | 1           | <b>1</b>    | 1           | 7           | 7           | K           | K           | K           | K           | K            | K            | K            | K           |
|  | 6           | 6           | 5           | 3        | 3               | 3             | 2             | 1    | 1            | 1            | 1            | 1           | 1           | 1           | 2           | 2           | 3           | 3           | 5           | 6           | 7            | 8            | 9            | 10          |
| Houston Pilots C - 25/26   | 13          | 10          | 8           | 8        | 7               | 5             | 5             | 3    | 3            | 3            | 3            | 3           | 3           | 3           | 5           | 5           | 5           | 7           | 8           | 9           | 12           | 14           | 16           | 17          |
|  | 1           | 1           | 1           | 1        | 1               | 1             | 1             | K    | ~            | 7            | 7            | 1           | 7           | 1           | ~           | ~           | K           | K           | K           | K           | K            | K            | K            | ~           |
|  | 7           | 6           | 6           | 3        | 3               | 2             | 2             | 1    | 1            | 1            | 1            | 1           | 1           | 1           | 2           | 2           | 3           | 3           | 5           | 6           | 7            | 8            | 9            | 10          |
| Houston Pilots B - 11/12   | 13          | 10          | 9           | 8        | 7               | 5             | 5             | 5    | 5            | 3            | 3            | 3           | 3           | 3           | 5           | 5           | 6           | 7           | 8           | 9           | 12           | 14           | 15           | 16          |
|  | <u>+</u>    | 4           | 4           | 4        | 1               | ¥             | 7             | V    | +            | 1            | 7            | ~           | 7           | 7           | K           | ~           |             | K           | Γ.          | Γ.          | K            | K            | K            | K           |
| Houston Pilots A - 1 & 2 Bravo                                   | 7           | 6           | 6           | 5        | 5               | 3             | 3             | 2    | 2            | 1            | 1            | 1           | 2           | 2           | 3           | 3           | 5           | 6           | 6           | 8           | 8            | 9            | 9            | 10          |
| Houston Pilots A - 1 & 2 Bravo                                   | 13          | 10          | .1          | 9        | 7               | .l.           | 5<br>J.       | 5    | 5<br>V       | 3            | 3            | 3<br>K      | 3<br>K      | 5           | 6           | 6           | 7<br>K      | 8           | 9           | 12          | 13           | 15           | 16           | 16          |
|  | v           | v           | V           | •        | 7               | Ψ.            | v             | L    | -            | -            |              | -           | -           |             |             |             |             |             |             | 120         | 1000         | 300          | 100          | 100         |

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: THU. 1/16/2025





### **Forecast Discussion**

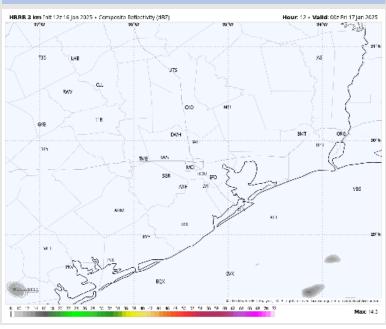
**Precip:** Favoring dry conditions for the rest of the day.

Wind: Winds will be generally out of the N / NE through 5 PM, becoming variable after that time. N of Morgan's Point: Winds will be at 2 - 7 kts for the rest of the day. S of Morgan's Point: Winds will be at 4 - 9 kts for the remainder of the night.

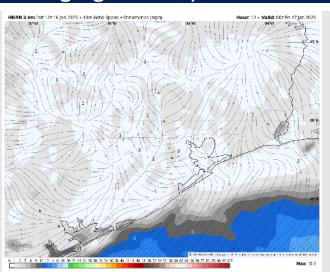
Low Temps: N of Morgan's Point: Mid 40s F. S of Morgan's Point: Upper 40s to low 50s F.

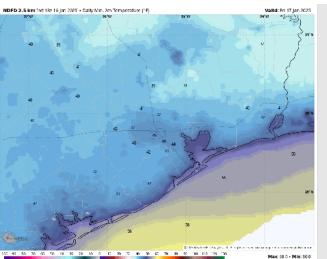
Visibility: Not favoring any fog concerns for the rest of the day, however, favoring fog to develop tomorrow AM.

### Precip Image: 12 PM CT



Wind Speed: 6 PM CT





Low Temps FRI AM

# Houston Pilots: FRI. 1/17/2025





### **Forecast Discussion**

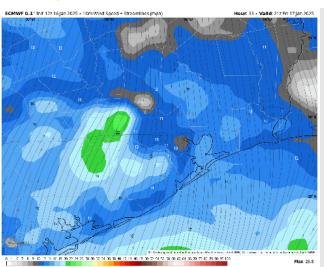
**Precip:** Favoring dry conditions for Friday.

Wind: Winds will be variable through 7AM before becoming out of the SE for the remainder of Friday. N of Morgan's Point: Winds will be at 3-8 kts through 2PM before slightly increasing to 8 – 13kts. S of Morgan's Point: Winds will be at 3-8kts through 12PM before increasing to 13 – 16 kts. Gusts of 20 – 25 kts will be possible for all Stations after 12PM.

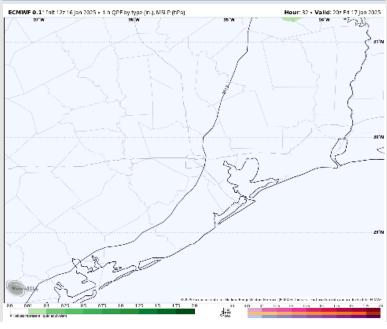
High Temps: N of Morgan's Point: Mid to upper 60s F. S of Morgan's Point: Mid 60s F.

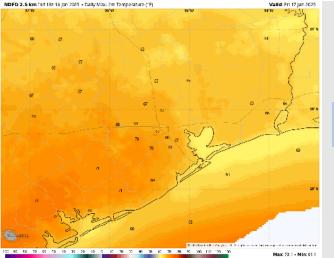
Visibility: See visibility slide for latest thoughts on patchy non-sea fog risks for stations N of 11/12 through ~10AM. We're also watching for patchy sea fog to develop in the PM.

Wind Speed 3 PM CT



### Precip Image: 2 PM CT





High Temps Friday

# Houston Pilots: SAT. 1/18/2025





### **Forecast Discussion**

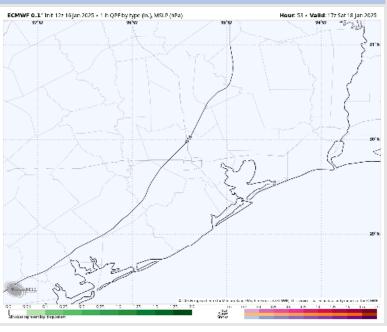
**Precip:** Favoring dry conditions for Saturday.

Wind: Winds will slowly rotate clockwise from out of the S to out of the NNW from 12AM through 9AM. Winds will remain out of the NNW through the rest of the day. N of Morgan's Point: Winds will be at 7 - 10 kts for all of Saturday. S of Morgan's Point: Winds will be at 13 - 18 kts for all of Saturday. Gusts of 20 - 25 kts will be in play for all Stations through the day.

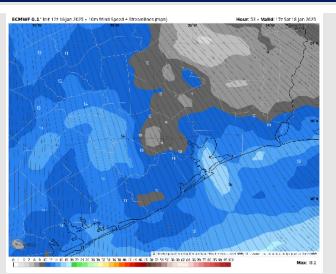
High Temps: N of Morgan's Point: Low to mid 60s F. S of Morgan's Point: Upper 50s to low 60s F.

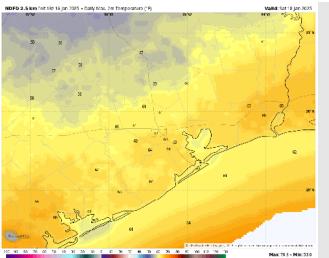
Visibility: Monitoring the risk for patchy sea fog to briefly develop for Stations S. of Morgan's Point for Saturday AM prior to frontal passage. Confidence is VERY Low.

#### Precip Image: 11 AM CT



Wind Speed: 11 AM CT



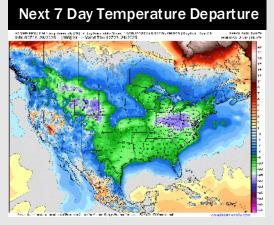


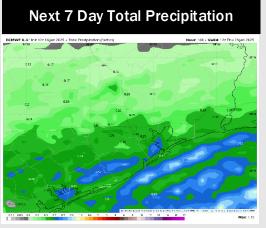
High Temps Saturday

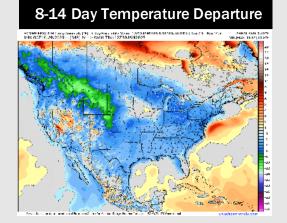
# **Houston Pilots: 1/16/25**

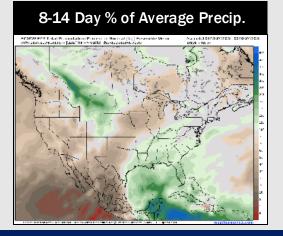


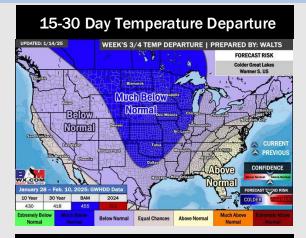


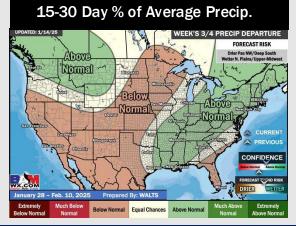












- > Temps are expected to be much below normal for the week 1 timeframe. Dry conditions favored until the start of next week.
- > Below normal temperatures and above normal rainfall are expected for week 2.
- > Below normal temperatures and slightly above normal precipitation chances are expected for the weeks 3/4 timeframe.