

# Houston Pilots Forecast Package



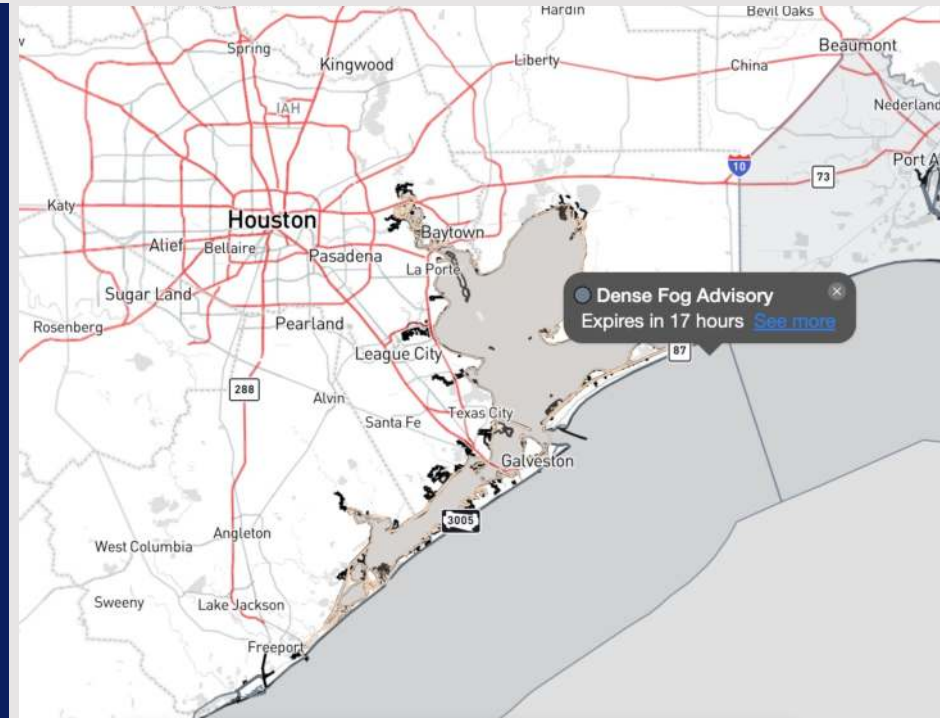
Updated: 7:00 PM CT

Wednesday, February 5, 2025

Forecaster: Jonathan Kipper

## Weather Headlines

- Favoring dense sea fog to continue to be a risk today and through the rest of the week. See visibility slides below.
- Winds will remain calm through the week.
- Dry conditions are favored over the coming days.



Current Radar: 7:00 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.

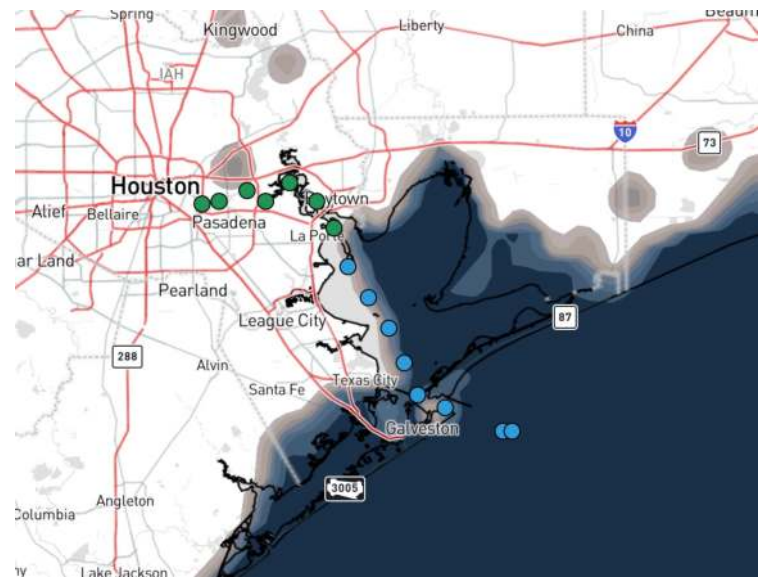
You can also access real-time forecast updates and 24/7 meteorological chat assistance on your [Clarity](#) app. Click [here](#) for login assistance.



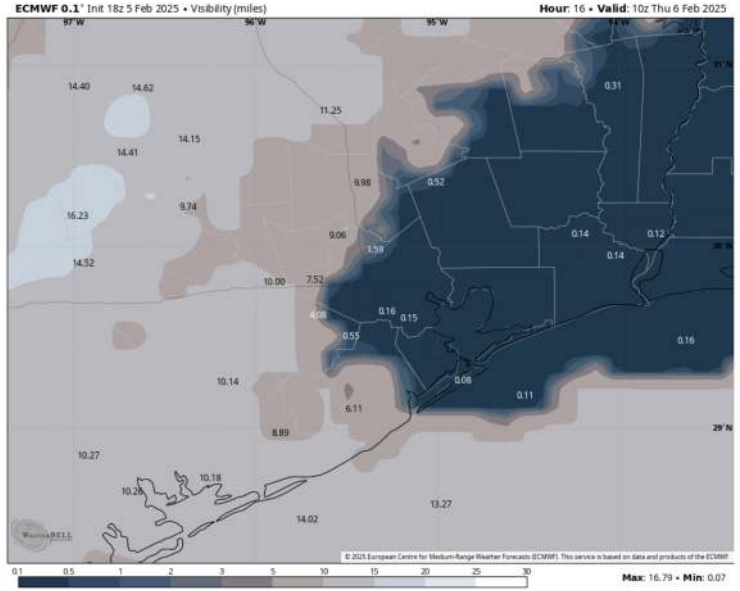
# Houston Pilots Visibility Report



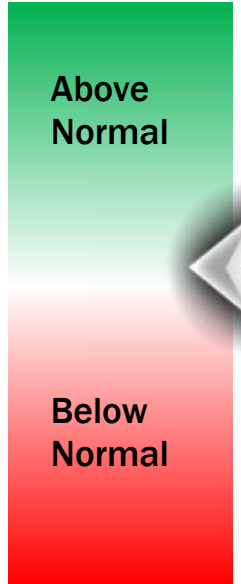
## CURRENT VISIBILITY (6:45 PM CST)



## 4 AM CST THU VISIBILITY



## Confidence



| TIMEFRAME DISCUSSED | THREAT     |
|---------------------|------------|
| NOW - 9 AM THU      | MED - HIGH |

Patchy dense fog (vis. <1 mile) will continue to creep **N of Morgan's Point**, becoming widespread after 9PM (vis. 0.5 mile or less) for all stations. This risk will last until ~8-9 AM THU before fog recedes.

Fog is favored to remain dense and widespread, reducing visibility to 1 mile or less for **all stations of S of Morgan's Point** through 8 - 9AM Thursday.

Beyond ~9 AM THU, fog will begin to clear out for stations **N of Morgan's Point** while slowly receding **S of Morgan's Point**.

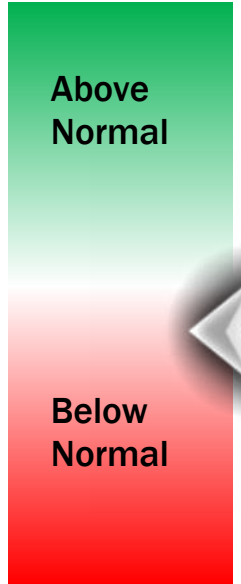
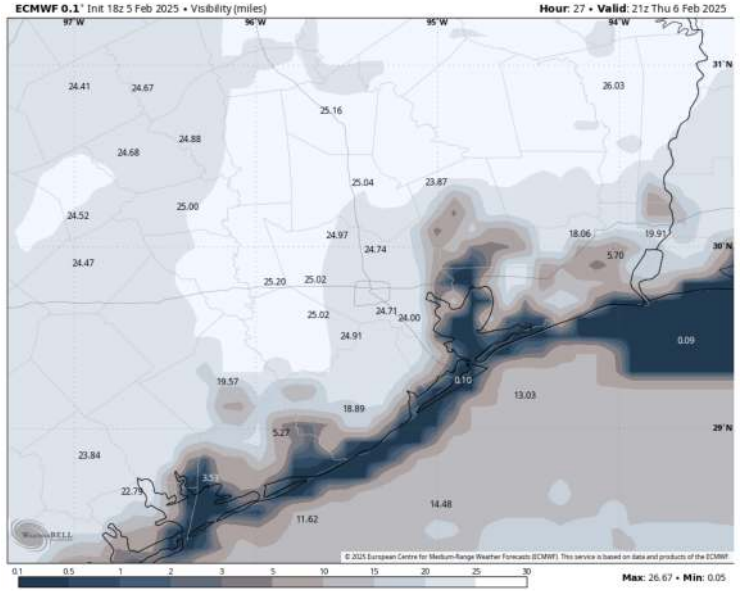
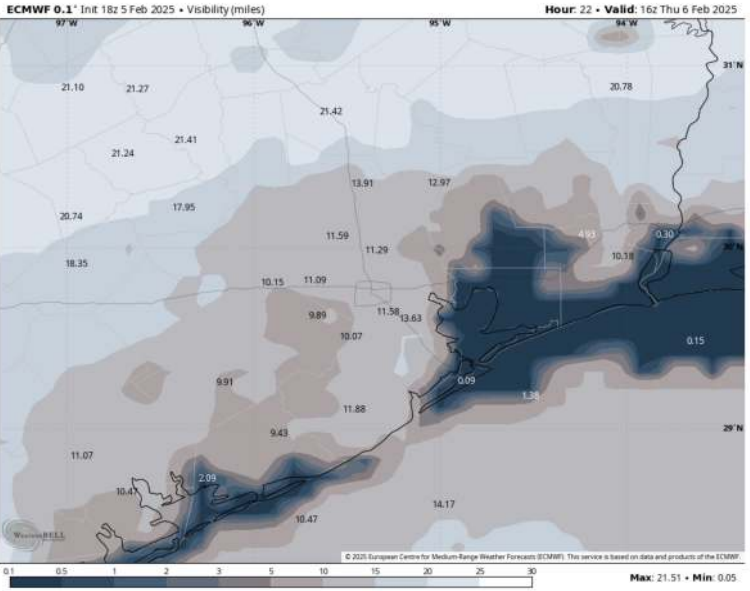
# Houston Pilots Visibility Report



## 10 AM CST THU VISIBILITY

## 3 PM CST THU VISIBILITY

## Confidence



Clear conditions are expected **North of Morgan's Point** after 9 AM and through 7 PM on THU.

Locations **S of Morgan's Point** can expect patchy dense fog (vis. <1 mile) to slowly clear out from North to South through 12 PM CT THU.

Most locations **South of Morgan's Point** will stay clear of fog through ~7 PM with the exception of **Station's 11/12 and Boarding Station** that can see patchy fog (vis. <1 mile) linger throughout the entire day.

Fog will gradually work back across **all stations** after 7 PM THU and throughout the evening hours.

| TIMEFRAME DISCUSSED | THREAT |
|---------------------|--------|
| 9 AM THU – 7 PM THU | MEDIUM |

# Houston Pilots Extended Range Visibility Report



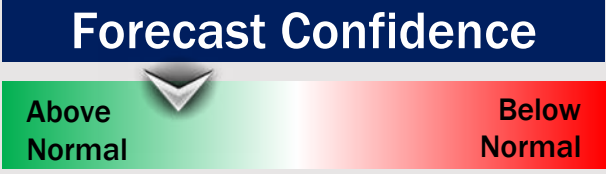
## Saturday 2/8/25

Watching for sea fog threats for all Stations throughout the day on Saturday



## Sunday 2/9/25

Watching for sea fog threat for all Stations throughout SUN. Confidence is lower on when exactly the front will pass through, allowing for the fog threats to recede.



## Monday 2/10/25

Watching for sea fog threats for all stations for at least Monday AM. Confidence is lower on when fog threats with exit, due to the potential of the front stalling, lingering for threats longer.



## Chance for Fog

|             |         |
|-------------|---------|
| Saturday AM | High    |
| Saturday PM | High    |
| Sunday AM   | Medium  |
| Sunday PM   | Medium  |
| Monday AM   | Medium  |
| Monday PM   | Low-Med |



# Houston Pilots Visibility Chart (miles)



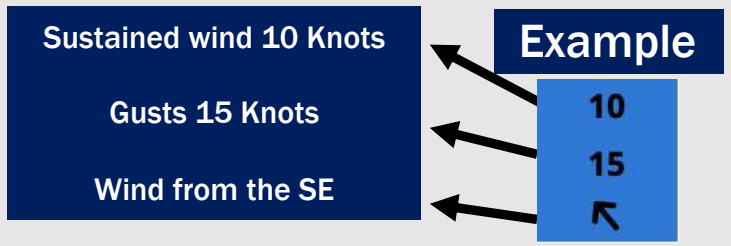
## Forecast Confidence



| Visibility                           | Wed 8 pm | Wed 9 pm | Wed 10 pm | Wed 11 pm | Thu 12 am | Thu 1 am | Thu 2 am | Thu 3 am | Thu 4 am | Thu 5 am | Thu 6 am | Thu 7 am | Thu 8 am | Thu 9 am | Thu 10 am | Thu 11 am | Thu 12 pm | Thu 1 pm | Thu 2 pm | Thu 3 pm | Thu 4 pm | Thu 5 pm | Thu 6 pm | Thu 7 pm |
|--------------------------------------|----------|----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|
| Houston Pilots N - 610 Bridge        | 10       | 10       | 10        | 9         | 7.9       | 6.9      | 5.9      | 4.9      | 4.9      | 3.9      | 3.9      | 3.9      | 2.9      | 2.9      | 5.9       | 9         | 10        | 10       | 10       | 10       | 10       | 10       | 10       | 10       |
| Houston Pilots M - Kinder 1          | 10       | 10       | 10        | 9         | 7.9       | 6.9      | 5.9      | 4.9      | 4.9      | 3.9      | 3.9      | 3.9      | 2.9      | 2.9      | 5.9       | 9         | 10        | 10       | 10       | 10       | 10       | 10       | 10       | 10       |
| Houston Pilots L - Greens Bayou      | 10       | 10       | 7.9       | 6.9       | 6.9       | 6.9      | 5.9      | 4.9      | 4.9      | 3.9      | 3.9      | 3.9      | 2.9      | 2.9      | 5.9       | 9         | 10        | 10       | 10       | 10       | 10       | 10       | 10       | 10       |
| Houston Pilots K - Shell Crude       | 10       | 10       | 7.9       | 6.9       | 6.9       | 6.9      | 5.9      | 4.9      | 4.9      | 3.9      | 3.9      | 3.9      | 2.5      | 2.9      | 5.9       | 9         | 10        | 10       | 10       | 10       | 10       | 10       | 10       | 10       |
| Houston Pilots J - Lynchburg Ferries | 10       | 9        | 7.9       | 6.9       | 6.9       | 6.9      | 5.9      | 4.9      | 4.9      | 3.9      | 3.9      | 3.9      | 2.5      | 2.9      | 5.9       | 7.9       | 10        | 10       | 10       | 10       | 10       | 10       | 10       | 10       |
| Houston Pilots I - Exxon 3           | 0.8      | 0.7      | 0.5       | 3.9       | 3         | 5.9      | 4.9      | 4.9      | 3.9      | 2.9      | 2.9      | 2.9      | 2        | 2.9      | 5.9       | 7.9       | 10        | 10       | 10       | 10       | 10       | 10       | 10       | 10       |
| Houston Pilots H - Morgans Point     | 0.8      | 0.7      | 0.5       | 2.5       | 1.1       | 1.1      | 4.9      | 3.9      | 3.9      | 2.9      | 2.5      | 2.5      | 1.6      | 2.5      | 4.9       | 7.9       | 10        | 10       | 10       | 10       | 10       | 10       | 10       | 10       |
| Houston Pilots G - 75/76             | 0.5      | 0.5      | 0.2       | 0.5       | 0.2       | 0.3      | 0.3      | 0.3      | 0.3      | 1.1      | 1.1      | 0.3      | 0.3      | 1.6      | 3.9       | 6.9       | 7.9       | 10       | 9        | 9        | 9        | 10       | 10       | 8        |
| Houston Pilots F - 63/64             | 0.5      | 0.5      | 0.2       | 0.5       | 0.2       | 0.3      | 0.3      | 0.3      | 0.3      | 1.1      | 1.1      | 0.3      | 0.3      | 1.1      | 2.9       | 5.9       | 6.9       | 10       | 9        | 8        | 8        | 9        | 10       | 8        |
| Houston Pilots E - 51/52             | 0.5      | 0.5      | 0.2       | 0.5       | 0.2       | 1.1      | 0.3      | 0.3      | 0.3      | 1.6      | 1.1      | 0.5      | 0.3      | 1.1      | 2.9       | 5.9       | 6.9       | 8        | 6.9      | 6.9      | 8        | 8        | 9        | 8        |
| Houston Pilots D - 37/38             | 0.5      | 0.5      | 0.2       | 0.5       | 0.2       | 1.1      | 0.3      | 0.3      | 0.5      | 1.6      | 1.1      | 0.5      | 0.3      | 1.1      | 2.9       | 4.9       | 6.9       | 8        | 6.9      | 6.9      | 6.9      | 6.9      | 8        | 8        |
| Houston Pilots C - 25/26             | 0.5      | 0.5      | 0.2       | 0.5       | 0.7       | 1.1      | 0.3      | 0.3      | 0.8      | 1.6      | 1.1      | 0.5      | 0.3      | 0.3      | 2.9       | 4.9       | 6.9       | 8        | 6.9      | 6.9      | 6.9      | 6.9      | 8        | 7        |
| Houston Pilots B - 11/12             | 0.5      | 0.5      | 0.2       | 0.5       | 0.5       | 0.5      | 0.3      | 0.3      | 0.8      | 1.6      | 1.1      | 0.5      | 0.3      | 0.3      | 2.9       | 4.9       | 5.9       | 6.9      | 6.9      | 6.9      | 6.9      | 6.9      | 8        | 7        |
| Houston Pilots A - 1 & 2 Bravo       | 0.5      | 0.5      | 0.2       | 0.5       | 0.2       | 0.3      | 0.3      | 0.3      | 0.3      | 2        | 2        | 1.1      | 0.8      | 2        | 3.9       | 4.9       | 5.9       | 6.9      | 5.9      | 5.9      | 6.9      | 6.9      | 6.9      | 7        |

**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



| Wind                                 | Wed 8 pm      | Wed 9 pm      | Wed 10 pm     | Wed 11 pm    | Thu 12 am    | Thu 1 am     | Thu 2 am     | Thu 3 am     | Thu 4 am     | Thu 5 am     | Thu 6 am     | Thu 7 am     | Thu 8 am     | Thu 9 am     | Thu 10 am    | Thu 11 am    | Thu 12 pm    | Thu 1 pm     | Thu 2 pm      | Thu 3 pm      | Thu 4 pm      | Thu 5 pm      | Thu 6 pm      | Thu 7 pm      |              |
|--------------------------------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| Houston Pilots N - 610 Bridge        | 8<br>16<br>↑  | 8<br>16<br>↑  | 7<br>15<br>↑  | 7<br>15<br>↑ | 6<br>14<br>↑ | 6<br>14<br>↑ | 6<br>14<br>↑ | 6<br>14<br>↑ | 6<br>14<br>↑ | 6<br>14<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 7<br>14<br>↑ | 8<br>15<br>↑ | 8<br>16<br>↑ | 8<br>17<br>↑ | 9<br>18<br>↑  | 9<br>18<br>↑  | 9<br>18<br>↑  | 9<br>18<br>↑  | 9<br>17<br>↑  | 8<br>17<br>↑  |              |
| Houston Pilots M - Kinder 1          | 8<br>16<br>↑  | 8<br>16<br>↑  | 7<br>15<br>↑  | 7<br>15<br>↑ | 6<br>14<br>↑ | 6<br>14<br>↑ | 6<br>14<br>↑ | 6<br>14<br>↑ | 6<br>14<br>↑ | 6<br>14<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 7<br>14<br>↑ | 8<br>15<br>↑ | 8<br>16<br>↑ | 8<br>17<br>↑ | 9<br>18<br>↑  | 9<br>18<br>↑  | 9<br>18<br>↑  | 9<br>18<br>↑  | 9<br>18<br>↑  | 8<br>17<br>↑  |              |
| Houston Pilots L - Greens Bayou      | 8<br>16<br>↑  | 8<br>15<br>↑  | 7<br>14<br>↑  | 7<br>14<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>14<br>↑ | 6<br>14<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>12<br>↑ | 6<br>12<br>↑ | 6<br>13<br>↑ | 7<br>14<br>↑ | 8<br>15<br>↑ | 8<br>16<br>↑ | 8<br>17<br>↑ | 9<br>18<br>↑  | 9<br>18<br>↑  | 10<br>18<br>↑ | 10<br>18<br>↑ | 9<br>18<br>↑  | 9<br>17<br>↑  |              |
| Houston Pilots K - Shell Crude       | 8<br>16<br>↑  | 8<br>15<br>↑  | 7<br>14<br>↑  | 6<br>14<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 5<br>12<br>↑ | 6<br>12<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 8<br>15<br>↑ | 8<br>16<br>↑ | 8<br>17<br>↑ | 9<br>18<br>↑  | 9<br>18<br>↑  | 10<br>18<br>↑ | 10<br>18<br>↑ | 9<br>18<br>↑  | 8<br>17<br>↑  |              |
| Houston Pilots J - Lynchburg Ferries | 8<br>16<br>↑  | 7<br>15<br>↑  | 7<br>14<br>↑  | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 5<br>12<br>↑ | 5<br>12<br>↑ | 6<br>12<br>↑ | 6<br>13<br>↑ | 6<br>13<br>↑ | 7<br>14<br>↑ | 8<br>15<br>↑ | 8<br>17<br>↑ | 9<br>17<br>↑  | 9<br>18<br>↑  | 10<br>18<br>↑ | 10<br>18<br>↑ | 9<br>18<br>↑  | 9<br>17<br>↑  |              |
| Houston Pilots I - Exxon 3           | 10<br>16<br>↑ | 10<br>15<br>↑ | 9<br>14<br>↑  | 9<br>14<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 7<br>12<br>↑ | 7<br>12<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>14<br>↑ | 9<br>15<br>↑ | 9<br>17<br>↑ | 10<br>18<br>↑ | 10<br>20<br>↑ | 12<br>20<br>↑ | 13<br>20<br>↑ | 13<br>20<br>↑ | 12<br>17<br>↑ |              |
| Houston Pilots H - Morgans Point     | 10<br>15<br>↑ | 9<br>15<br>↑  | 9<br>14<br>↑  | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 7<br>13<br>↑ | 7<br>12<br>↑ | 7<br>12<br>↑ | 7<br>12<br>↑ | 7<br>13<br>↑ | 8<br>13<br>↑ | 8<br>14<br>↑ | 8<br>15<br>↑ | 9<br>16<br>↑ | 10<br>17<br>↑ | 10<br>18<br>↑ | 12<br>20<br>↑ | 12<br>20<br>↑ | 12<br>18<br>↑ | 12<br>17<br>↑ |              |
| Houston Pilots G - 75/76             | 10<br>16<br>↑ | 10<br>15<br>↑ | 10<br>14<br>↑ | 9<br>14<br>↑ | 9<br>14<br>↑ | 8<br>14<br>↑ | 8<br>14<br>↑ | 8<br>14<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>12<br>↑ | 8<br>12<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>14<br>↑ | 9<br>15<br>↑ | 9<br>17<br>↑ | 10<br>18<br>↑ | 10<br>20<br>↑ | 12<br>20<br>↑ | 13<br>20<br>↑ | 13<br>18<br>↑ | 13<br>17<br>↑ |              |
| Houston Pilots F - 63/64             | 10<br>15<br>↑ | 9<br>14<br>↑  | 9<br>14<br>↑  | 9<br>14<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>12<br>↑ | 8<br>12<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>14<br>↑ | 8<br>15<br>↑ | 9<br>17<br>↑ | 9<br>17<br>↑  | 10<br>18<br>↑ | 10<br>18<br>↑ | 12<br>18<br>↑ | 12<br>18<br>↑ | 12<br>17<br>↑ |              |
| Houston Pilots E - 51/52             | 9<br>14<br>↑  | 9<br>14<br>↑  | 8<br>13<br>↑  | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>12<br>↑ | 8<br>12<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>14<br>↑ | 8<br>16<br>↑ | 9<br>16<br>↑ | 9<br>17<br>↑  | 10<br>17<br>↑ | 10<br>17<br>↑ | 10<br>16<br>↑ | 10<br>16<br>↑ | 10<br>15<br>↑ |              |
| Houston Pilots D - 37/38             | 8<br>13<br>↑  | 8<br>13<br>↑  | 8<br>13<br>↑  | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>12<br>↑ | 8<br>12<br>↑ | 8<br>12<br>↑ | 8<br>12<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>14<br>↑ | 8<br>15<br>↑ | 8<br>16<br>↑  | 9<br>16<br>↑  | 9<br>16<br>↑  | 9<br>16<br>↑  | 9<br>15<br>↑  | 9<br>14<br>↑  |              |
| Houston Pilots C - 25/26             | 8<br>13<br>↑  | 8<br>13<br>↑  | 8<br>13<br>↑  | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>12<br>↑ | 8<br>12<br>↑ | 7<br>12<br>↑ | 7<br>12<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>15<br>↑ | 8<br>15<br>↑ | 8<br>15<br>↑  | 9<br>15<br>↑  | 9<br>15<br>↑  | 9<br>15<br>↑  | 9<br>14<br>↑  | 8<br>14<br>↑  |              |
| Houston Pilots B - 11/12             | 8<br>12<br>↑  | 8<br>12<br>↑  | 8<br>12<br>↑  | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 7<br>13<br>↑ | 7<br>13<br>↑ | 7<br>12<br>↑ | 7<br>12<br>↑ | 7<br>12<br>↑ | 7<br>12<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>14<br>↑ | 8<br>14<br>↑  | 8<br>14<br>↑  | 8<br>14<br>↑  | 8<br>13<br>↑  | 8<br>13<br>↑  | 8<br>13<br>↑  | 8<br>13<br>↑ |
| Houston Pilots A - 1 & 2 Bravo       | 8<br>13<br>↑  | 9<br>14<br>↑  | 9<br>14<br>↑  | 9<br>14<br>↑ | 9<br>14<br>↑ | 9<br>15<br>↑ | 9<br>14<br>↑ | 9<br>14<br>↑ | 9<br>14<br>↑ | 9<br>14<br>↑ | 9<br>14<br>↑ | 9<br>14<br>↑ | 9<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>13<br>↑ | 8<br>12<br>↑ | 8<br>12<br>↑  | 7<br>12<br>↑  | 7<br>12<br>↑  | 8<br>13<br>↑  | 8<br>13<br>↑  | 8<br>13<br>↑  | 8<br>13<br>↑ |

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# Houston Pilots: WED. 2/5/2025



## Forecast Discussion

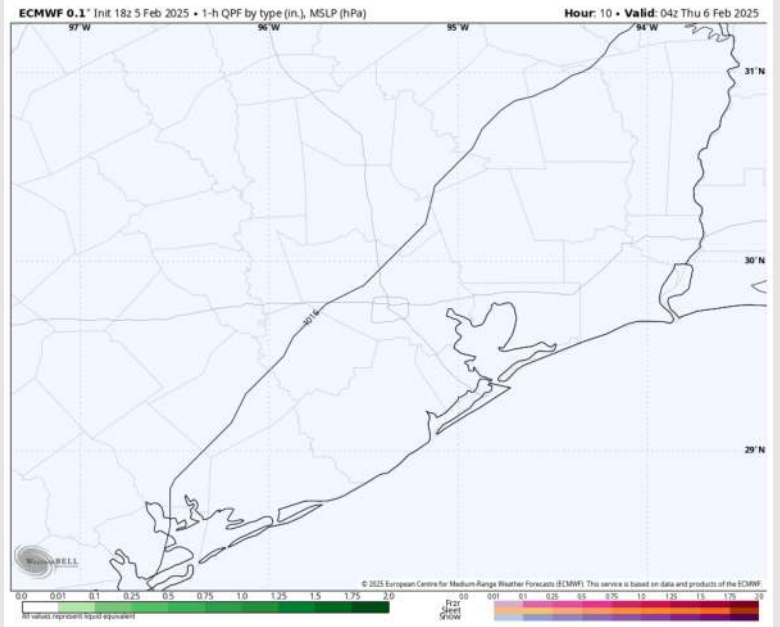
**Precip:** Dry conditions are favored the rest of the day.

**Wind:** Winds will be out of the S/SE throughout the remainder of the day. **N of Morgan's Point:** Winds will be at 4 – 9 kts throughout the rest of the day. **S of Morgan's Point:** Winds will be at 7 – 12 kts for the remainder of the evening.

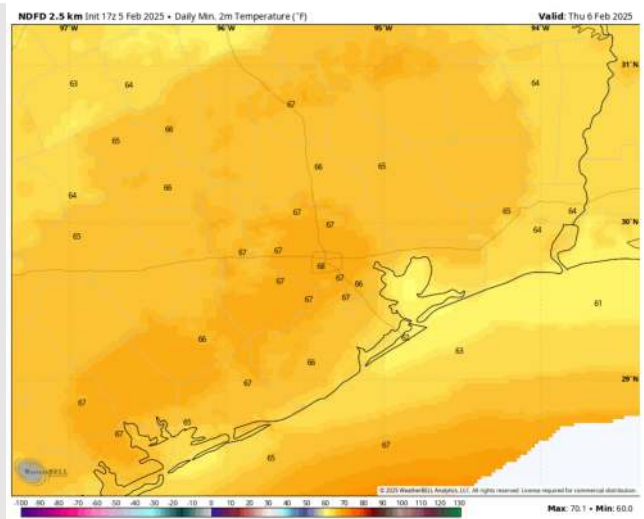
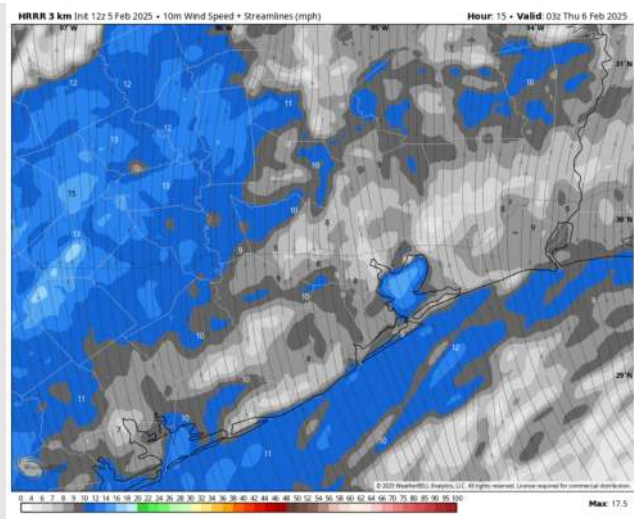
**Low Temps:** **N of Morgan's Point:** Upper 60s F. **S of Morgan's Point:** Lower 60s F.

**Visibility:** Monitoring continued sea fog risks for all Stations for today. See visibility slides for more details!

## Precip Image: 10 PM CT



Wind Speed:  
9 PM CT



Low Temps  
THU AM



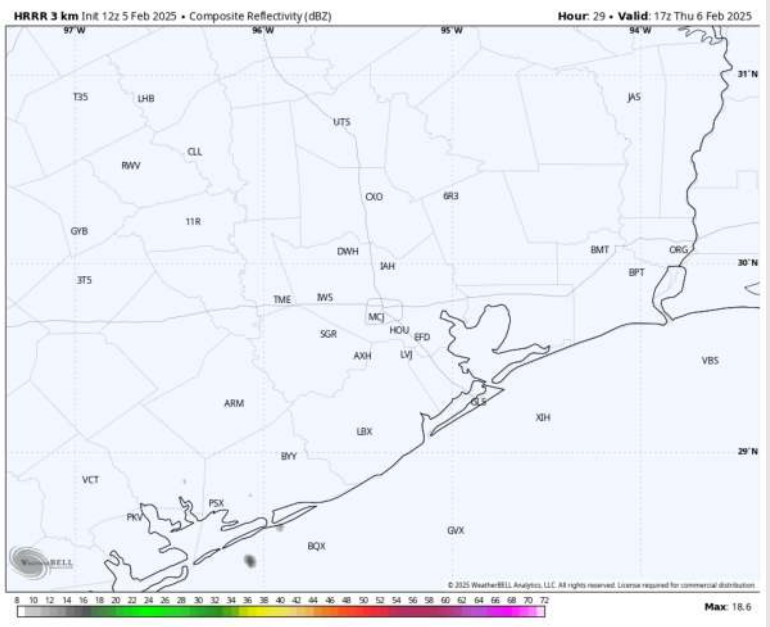
# Houston Pilots: THU. 2/6/2025



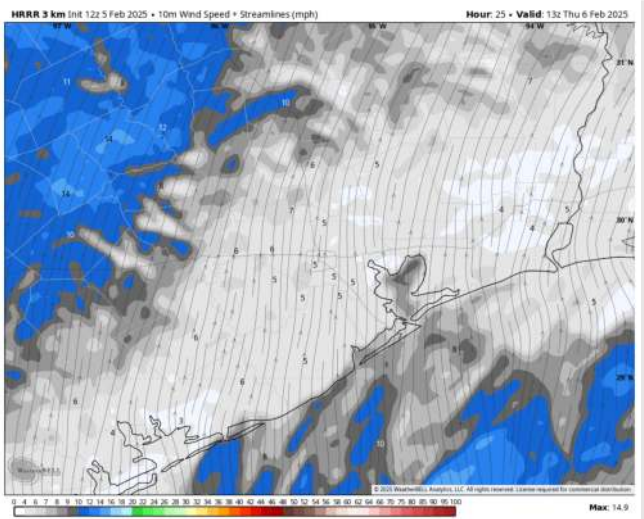
## Forecast Discussion

- Precip:** Favoring dry conditions for Thursday.
- Wind:** Winds will be generally out of the SW throughout Thursday, before veering back out of the SE by ~5PM. **N of Morgan's Point:** Winds will be at 4 – 9 kts throughout the day. **S of Morgan's Point:** Winds will be at 4 – 9 kts, increasing slightly to 7 – 12 kts after 1PM.
- High Temps:** **N of Morgan's Point:** Upper 70s to low 80s F. **S of Morgan's Point:** Upper 60s F to near 70 F.
- Visibility:** Watching for sea fog threats to continue for all Stations throughout the day on Thursday.

## Precip Image: 11 AM CT

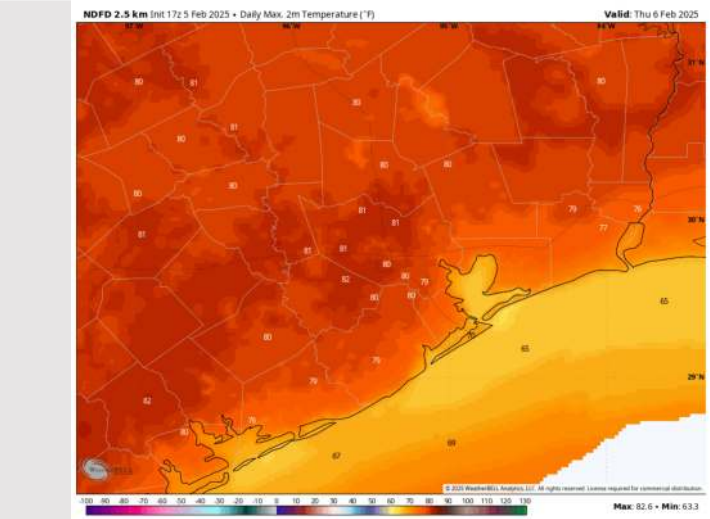


## Wind Speed: 7 AM CT



Wind Speed:  
7 AM CT

## High Temps Thursday



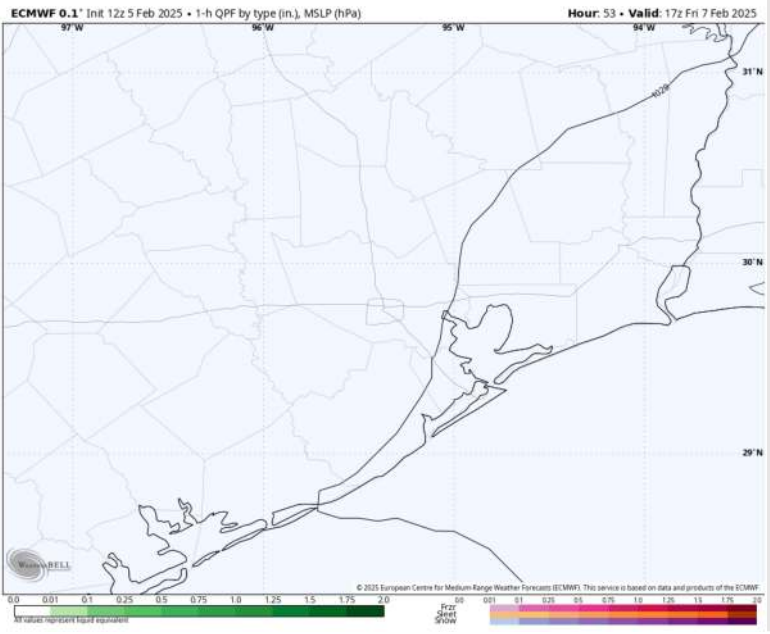
High Temps  
Thursday



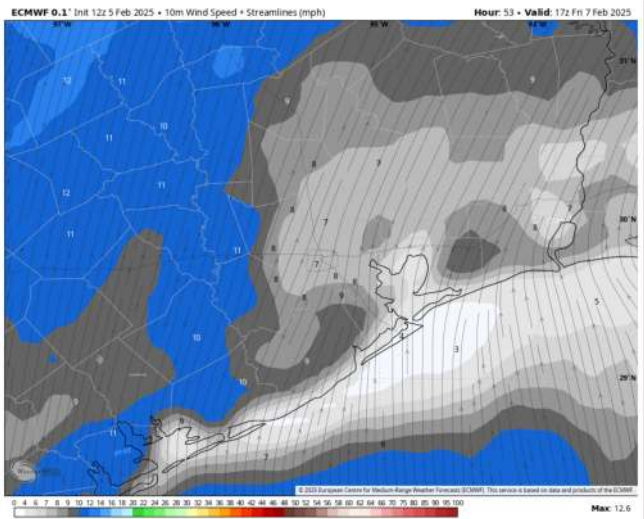
## Forecast Discussion

- Precip:** Favoring dry conditions for Friday.
- Wind:** Winds will be out of the S/SE for all of Friday. **N of Morgan's Point:** Winds will be 3 – 8 kts for Friday. **S of Morgan's Point:** Winds will be at 4 – 9 kts, temporarily decreasing to 3 - 7 kts from 10AM to 1PM.
- High Temps:** **N of Morgan's Point:** Upper 70s F to low 80s F. **S of Morgan's Point:** Upper 60s F to low 70s F.
- Visibility:** Monitoring continued risks for sea fog for all Stations throughout Friday.

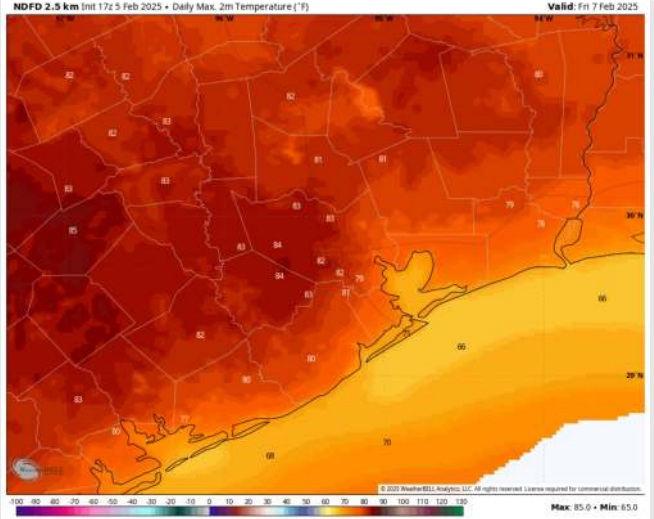
## Precip Image: 11 AM CT



Wind Speed  
11 AM CT

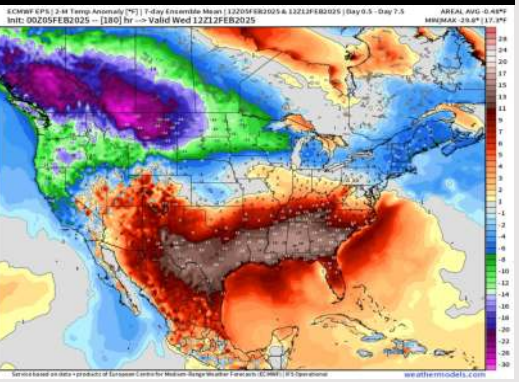


High Temps  
Friday

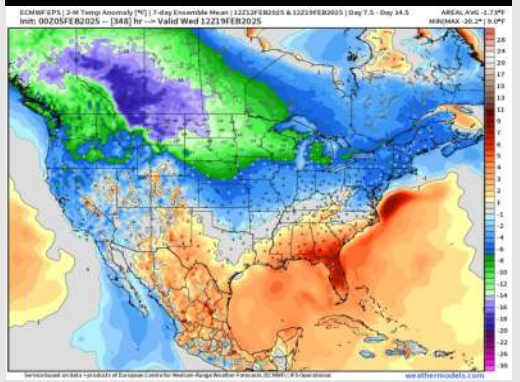


# Houston Pilots: 2/5/25

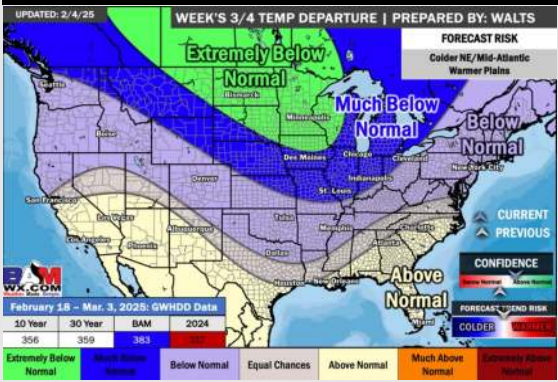
**Next 7 Day Temperature Departure**



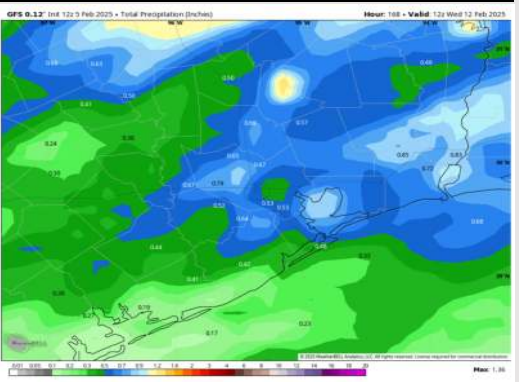
**8-14 Day Temperature Departure**



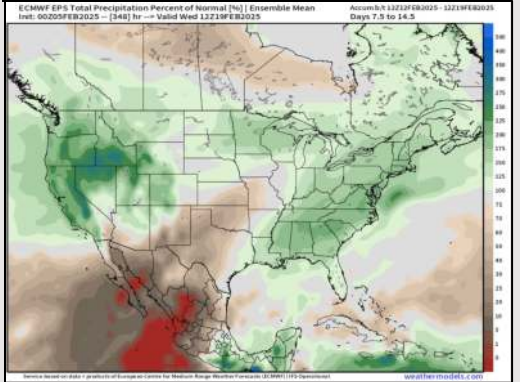
**15-30 Day Temperature Departure**



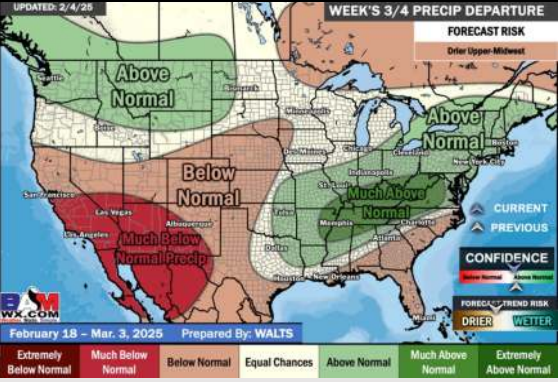
**Next 7 Day Total Precipitation**



**8-14 Day % of Average Precip.**



**15-30 Day % of Average Precip.**



- Temps are expected to be well above normal for the week ahead. Scattered rain chances are favored through the week.
- Above normal temps and above normal rainfall are expected for week 2.
- Near normal temperatures and near normal precipitation chances are expected for the weeks 3/4 timeframe.