

# Houston Pilots Forecast Package



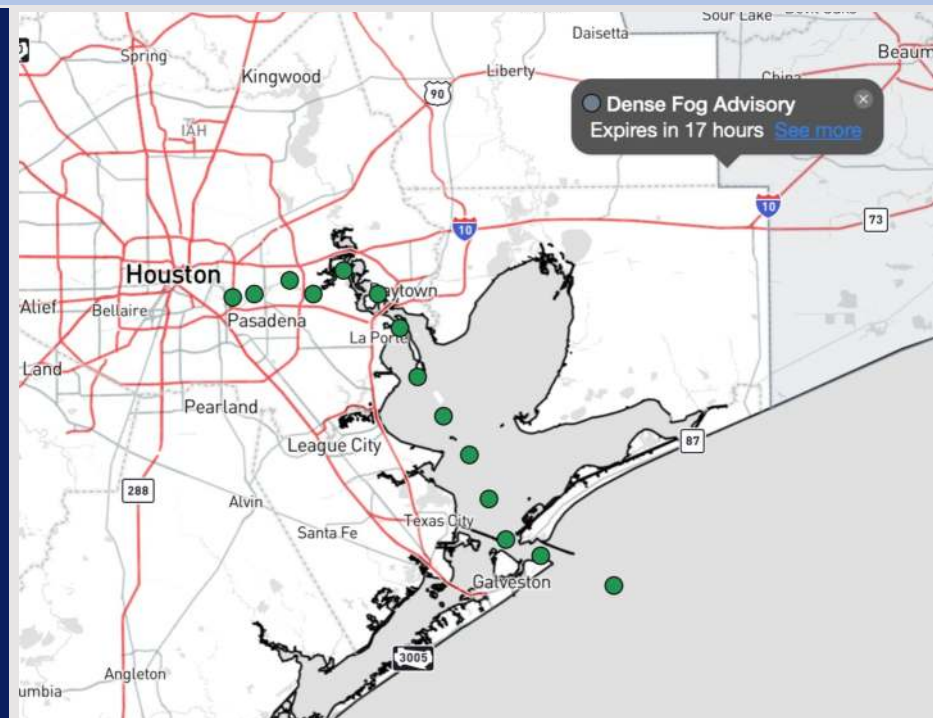
Updated: 5:30 PM CT

Tuesday, February 25, 2025

Forecaster: Tyler Riggles

## Weather Headlines

- Favoring sea fog risks to return this evening and into WED AM. See visibility slide for more information!
- Favoring dry conditions over the next 72 hours and throughout much of the week.
- Winds are anticipated to be light over the next 48 hours.



Current Radar: 5:29 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.

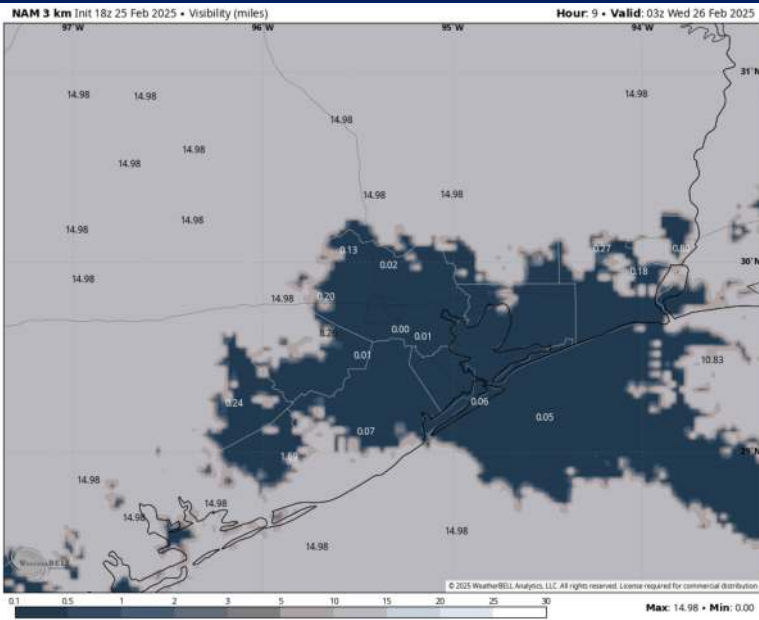
You can also access real-time forecast updates and 24/7 meteorological chat assistance on your [Clarity](#) app. Click [here](#) for login assistance.



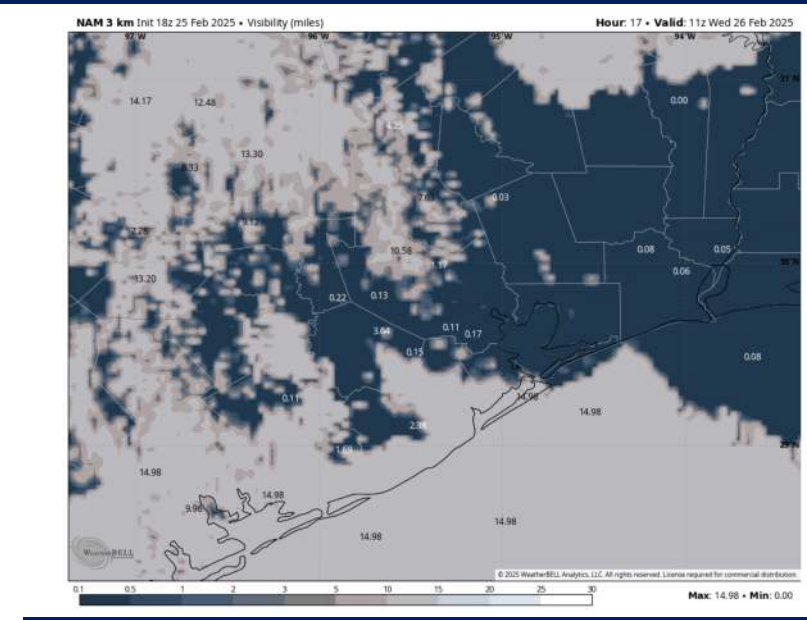
# Houston Pilots Visibility Report



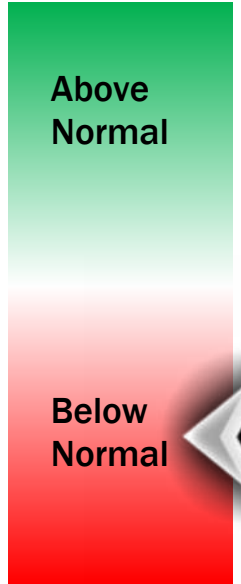
## 9 PM CST TUE VISIBILITY



## 5 AM CST WED VISIBILITY



## Confidence



| TIMEFRAME DISCUSSED  | THREAT |
|----------------------|--------|
| 6 PM TUE – 11 AM WED | Medium |

Patchy sea-fog risks are expected to return to **Stations S. of Morgan's Point** post ~6PM TUE. Visibilities are expected to be reduced to 1 – 2 miles, with patches of <0.5-mile visibility.

Fog will gradually work N/NW to include **Stations N. of Morgan's Point** after ~9PM.

We are currently favoring fog to wane by 9AM WED for **Stations N. of Morgan's Point**. For **Stations S. of Morgan's Point**, fog is expected to become less dense and patchier in nature post ~9AM and clearing by 11AM.

Confidence remains lower on when exactly fog can clear out for **Stations S. of Morgan's Point**.

# Houston Pilots Extended Range Visibility Report



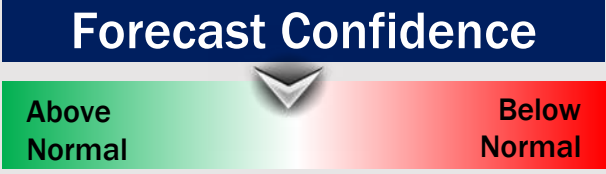
## Friday 2/28/25

Not favoring fog risks for Friday at this time.



## Saturday 3/1/25

Watching for patchy sea fog risks SAT AM for Stations S of Morgan's Point.



## Sunday 3/2/25

Watching for patchy sea fog risks SUN AM for Stations S. of Morgan's Point.



## Chance for Fog

|             |          |
|-------------|----------|
| Friday AM   | Unlikely |
| Friday PM   | Unlikely |
| Saturday AM | Low-End  |
| Saturday PM | Unlikely |
| Sunday AM   | Low-End  |
| Sunday PM   | Unlikely |

# Houston Pilots Visibility Chart (miles)



## Forecast Confidence



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

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



# Houston Pilots Wind Chart



**Sustained wind 10 Knots**

**Gusts 15 Knots**

**Wind from the SE**

**Example**

10

15

↙

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

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## Forecast Discussion

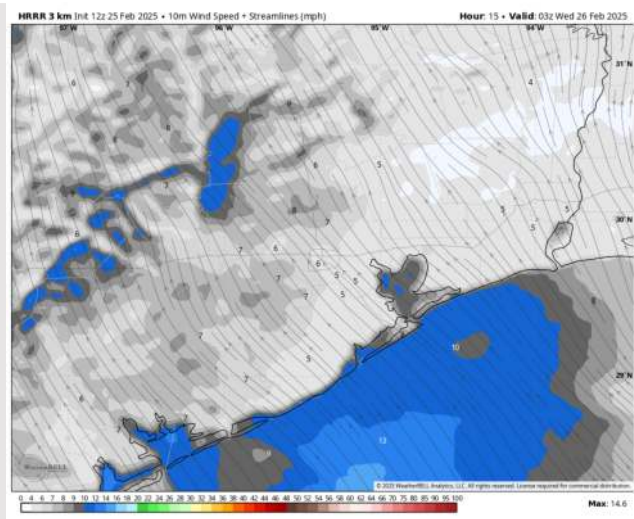
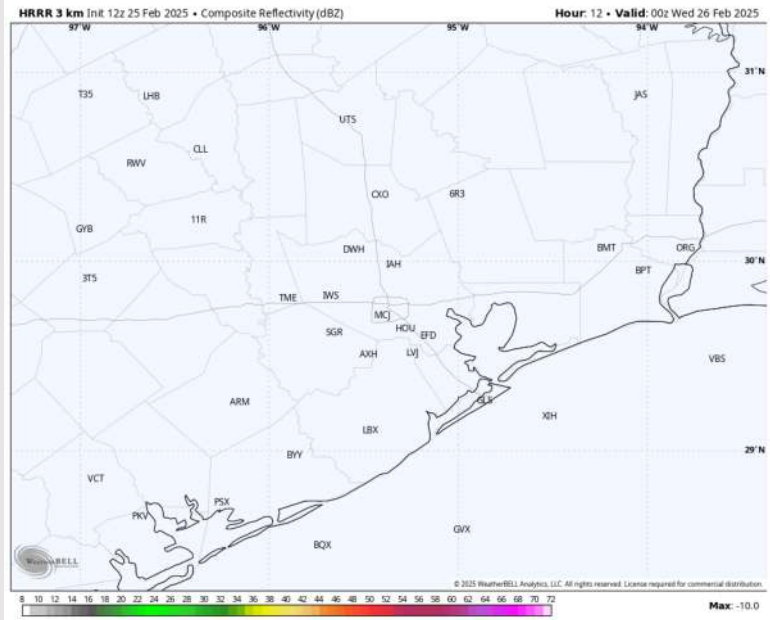
**Precip:** Favoring dry conditions for the rest of today.

**Wind:** Winds will be out of the SE through the rest of the day. **N of Morgan's Point:** Winds will be at 2 – 7 kts throughout the remainder of the day. **S of Morgan's Point:** Winds will be at 3 - 8 kts for the rest of the PM.

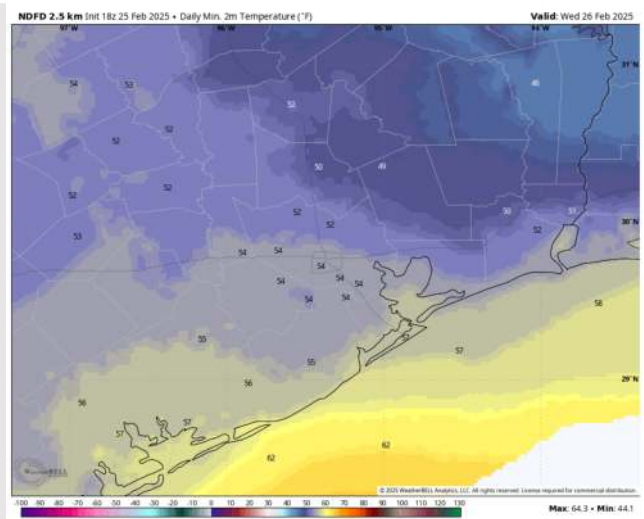
**Low Temps:** **N of Morgan's Point:** Mid 50s F. **S of Morgan's Point:** Mid to upper 50s F.

**Visibility:** Watching for fog risks to return ~6PM. See visibility slide for more details!

## Precip Image: 6 PM CT



Wind Speed:  
9 PM CT



Low Temps  
WED AM

# Houston Pilots: WED. 2/26/2025



## Forecast Discussion

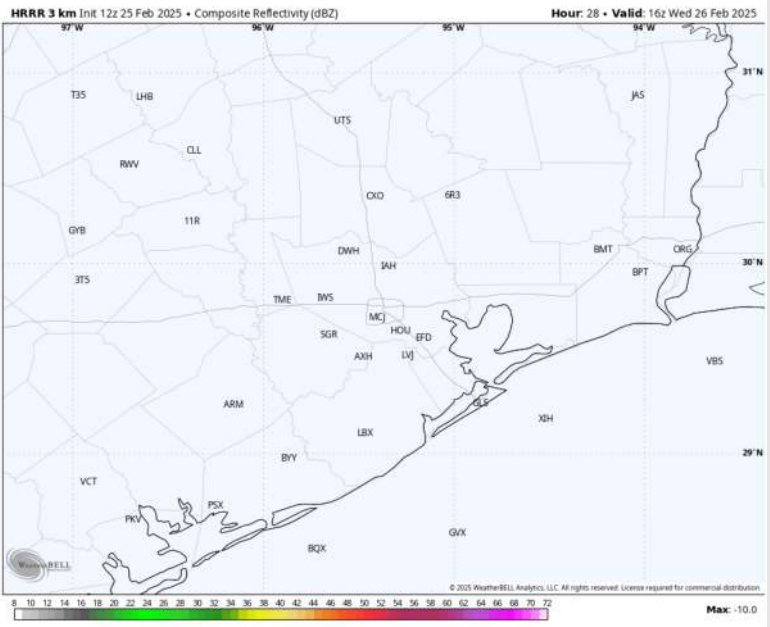
**Precip:** Favoring dry conditions for Wednesday.

**Wind:** Winds will be out of the SE throughout the day. **N of Morgan's Point:** Winds will be at 4 – 9 kts throughout Wednesday. **S of Morgan's Point:** Winds will be at 5 – 10 kts for the Wednesday. **Wind gusts up to 20 kts will be possible for Stations N. of Morgan's Point from 10AM to 5PM.**

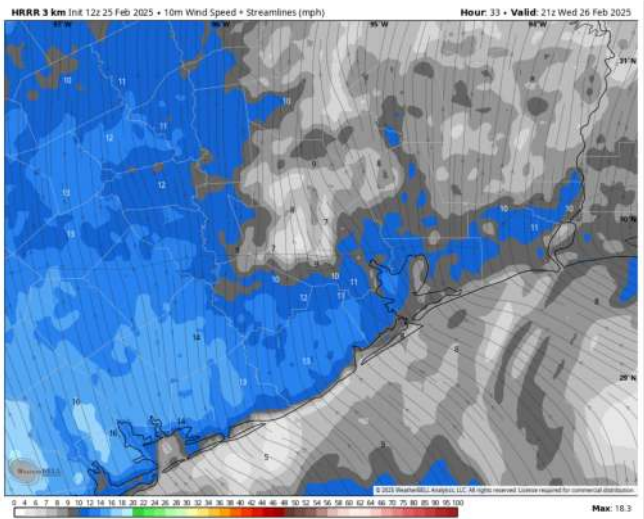
**High Temps:** **N of Morgan's Point:** Mid 70s F. **S of Morgan's Point:** Mid to upper 60s F.

**Visibility:** Watching for patchy sea fog risks to linger into WED AM. Confidence is low at this time on how dense fog will be and when it will lift.

## Precip Image: 10 AM CT

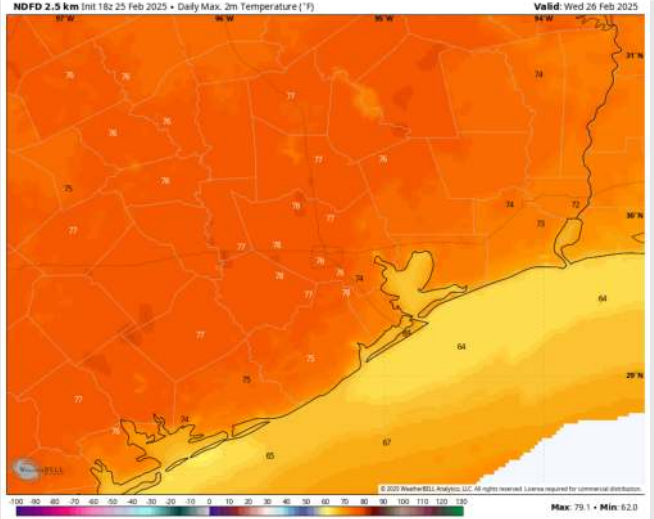


## Wind Speed



Wind Speed  
3 PM CT

## High Temps



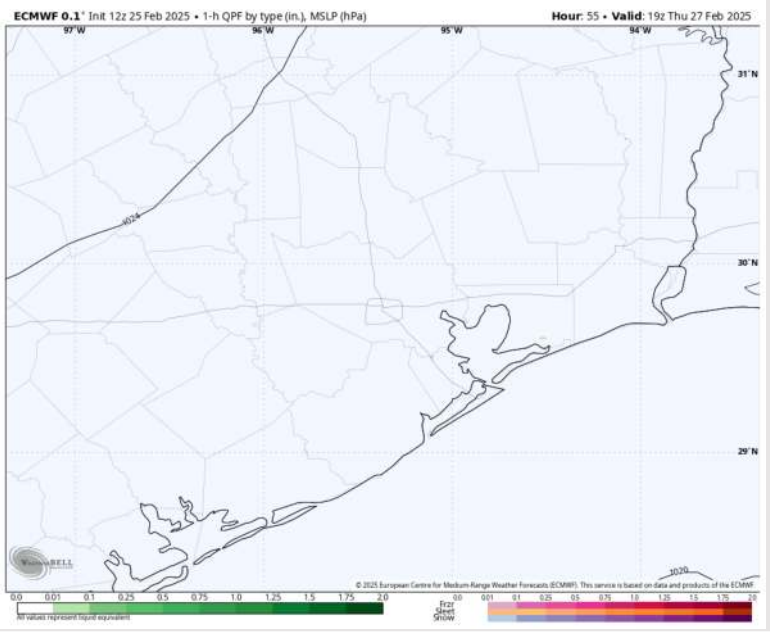
High Temps  
Wednesday



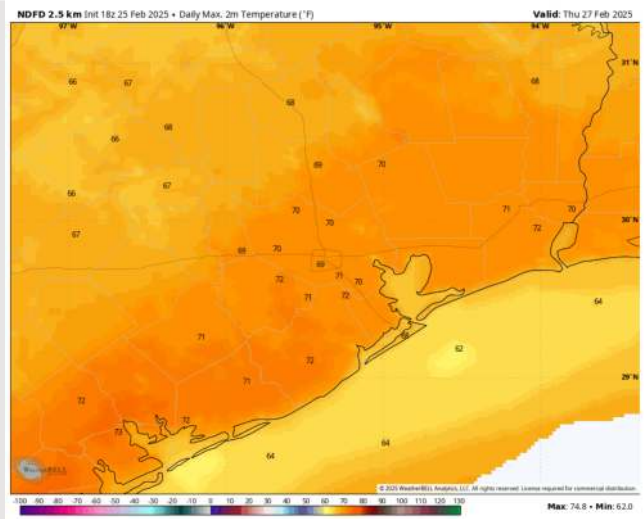
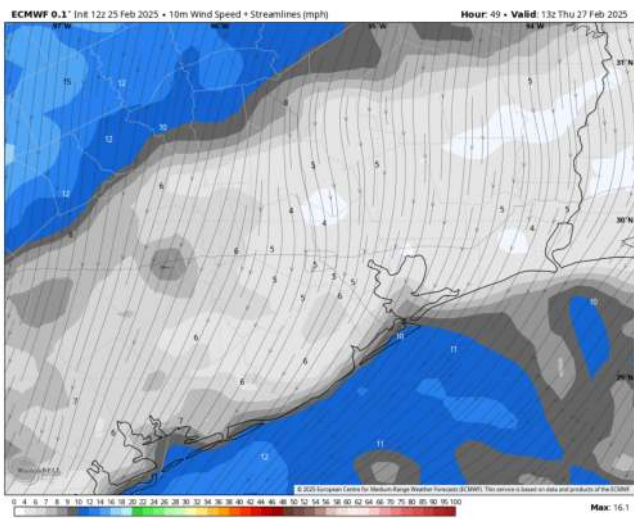
## Forecast Discussion

- Precip:** Favoring dry conditions for Thursday.
- Wind:** Winds start the day out of the SE, quickly shifting counterclockwise to be out of the NE by 5AM. **N of Morgan's Point:** Winds will be at 3 - 8 kts throughout the entire day. **S of Morgan's Point:** Winds will be 5 - 10 kts through the day.
- High Temps:** **N of Morgan's Point:** Upper 60s F to near 70 F. **S of Morgan's Point:** Mid to upper 60s F.
- Visibility:** Watching for fog risks to impact all Stations in the AM. Confidence overall is low on this threat.

## Precip Image: 1 PM CT



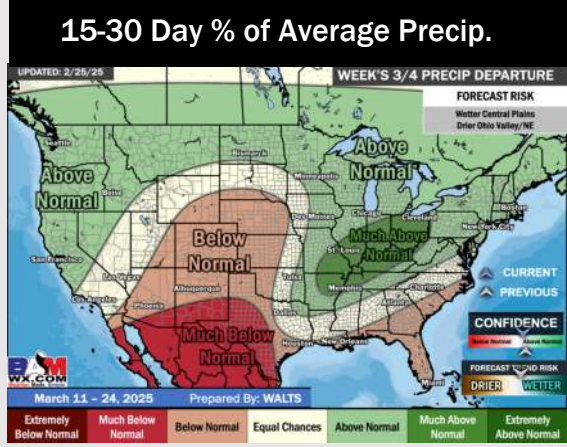
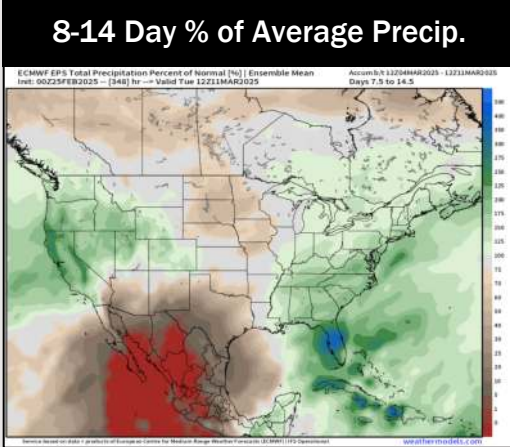
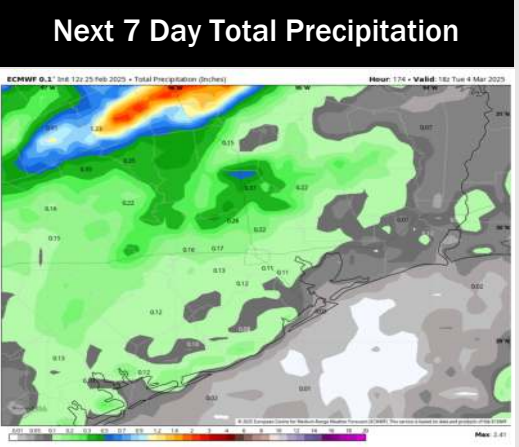
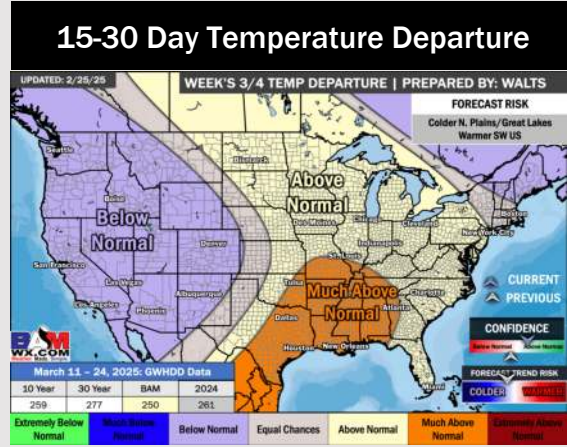
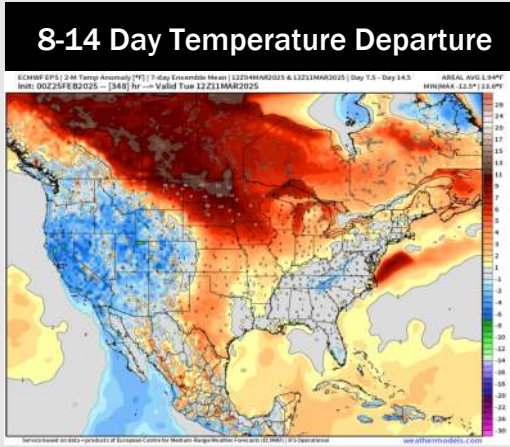
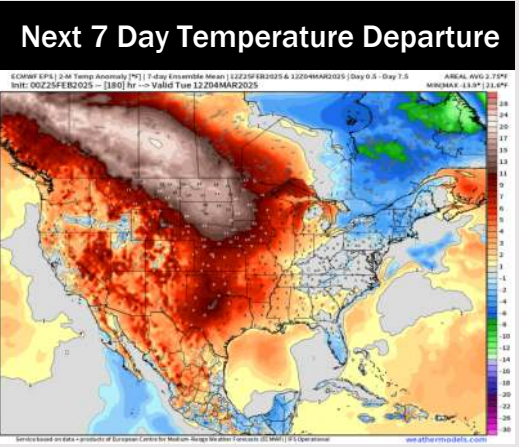
Wind Speed:  
7 AM CT



High Temps  
Thursday



# Houston Pilots: 2/25/25



- Temps are expected to be above normal for the week ahead. Favoring a drier week overall with scattered rain chances returning over the weekend and early next week.
- Near normal temps and below normal rainfall are expected for week 2.
- Much above normal temperatures and below normal precipitation chances are expected for the weeks 3/4 timeframe.