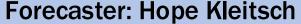
# **Houston Pilots Forecast Package**

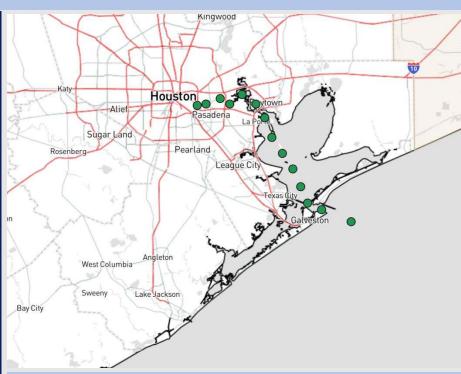
Updated: 1:10 PM CT

Sunday, March 2, 2025



# **Weather Headlines**

- Gusts of 20-25 kts will be possible for all Stations through ~9PM today and then again after 9AM MON.
- ➤ Wave heights are anticipated to increase to 4 – 5 ft at the Boarding Station TUE.
   Currently not favoring 6ft to be reached, but we will be watching closely.
- At least a low-end risk for strong to severe thunderstorms will exist Tuesday PM.



**Current Radar: 1:05 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 Extended Range Visibility Report**





# Wednesday 3/5/25

Not favoring any fog risks for Wednesday

# **Thursday 3/6/25**

Not favoring any fog risks for Thursday.

#### **Forecast Confidence**

Above **Below** Normal Normal

#### Above **Below**

Normal Normal

**Forecast Confidence** 

## Friday 3/7/25

Watching for a low-end risk for non-sea fog for Stations N. of Morgan's Point FRI AM.

**Forecast Confidence** 

# **Chance for Fog**

Wednesday AM Unlikely Wednesday PM Unlikely Thursday AM Unlikely

Thursday PM Unlikely

> Friday AM Low-End

> > Unlikely

**Above Below** Friday PM Normal Normal

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





#### **Forecast Confidence**

Above Normal



Below Normal

|                                      |             |             |             |             |             | No          | Normal      |             |              |              |              | Normal      |             |             |             |             |             |             |             |             |              |              |              |             |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|
| Visibility                           | Sun<br>2 pm | Sun<br>3 pm | Sun<br>4 pm | Sun<br>5 pm | Sun<br>6 pm | Sun<br>7 pm | Sun<br>8 pm | Sun<br>9 pm | Sun<br>10 pm | Sun<br>11 pm | Mon<br>12 am | Mon<br>1 am | Mon<br>2 am | Mon<br>3 am | Mon<br>4 am | Mon<br>5 am | Mon<br>6 am | Mon<br>7 am | Mon<br>8 am | Mon<br>9 am | Mon<br>10 am | Mon<br>11 am | Mon<br>12 pm | Mon<br>1 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          | 10          | 10          | 10          | 10           | 10           | 10           | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10          | 10           | 10           | 10           | 9           |
| 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           | 9           |
| 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           | 8           |
| 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           | 8           |
| 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           | 7           |
| 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           | 7           |
| 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           | 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**





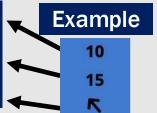
### **Forecast Confidence**



**Sustained wind 10 Knots** 

**Gusts 15 Knots** 

Wind from the SE



|                                      |               |               |               |               |               |               |               |               |               |               |               |               |               |               |              |              |               |                       |                       | •            |                       | 400                  |                      |                      |
|--------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|---------------|-----------------------|-----------------------|--------------|-----------------------|----------------------|----------------------|----------------------|
| Wind                                 | Sun<br>2 pm   | Sun<br>3 pm   | Sun<br>4 pm   | Sun<br>5 pm   | Sun<br>6 pm   | Sun<br>7 pm   | Sun<br>8 pm   | Sun<br>9 pm   | Sun<br>10 pm  | Sun<br>11 pm  | Mon<br>12 am  | Mon<br>1 am   | Mon<br>2 am   | Mon<br>3 am   | Mon<br>4 am  | Mon<br>5 am  | Mon<br>6 am   | Mon<br>7 am           | Mon<br>8 am           | Mon<br>9 am  | Mon<br>10 am          | Mon<br>11 am         | Mon<br>12 pm         | Mon<br>1 pm          |
| Houston Pilots N - 610 Bridge        | 15<br>29<br>K | 15<br>30<br>K | 15<br>29<br>K | 15<br>30<br>K | 15<br>29<br>K | 14<br>26<br>K | 13<br>25<br>K | 12<br>23<br>K | 10<br>21<br>K | 10<br>21      | 9<br>20<br>K  | 9<br>18<br>K  | 8<br>18<br>K  | 8<br>18<br>K  | 8<br>17<br>K | 8<br>17<br>K | 8<br>17<br>K  | 8<br>17<br>  <b>K</b> | 8<br>17<br>K          | 8<br>17<br>K | 9<br>18<br><i>/</i> < | 10<br>21             | 12<br>23<br>17       | 13<br>24<br>17       |
| Houston Pilots M - Kinder 1          | 15<br>29<br>K | 15<br>30<br>K | 15<br>29<br>K | 15<br>30<br>K | 15<br>29<br>K | 13<br>26<br>K | 13<br>25<br>K | 12<br>23<br>K | 10<br>21      | 10<br>21<br>K | 9<br>20<br>K  | 9<br>18<br>K  | 9<br>18<br>K  | 8<br>18<br>K  | 8<br>17<br>K | 8<br>17<br>K | 8<br>17<br>K  | 8<br>17               | 8<br>17<br>K          | 8<br>17      | 9<br>20<br><b>K</b>   | 10<br>21             | 13<br>23<br>17       | 13<br>24<br>~        |
| Houston Pilots L - Greens Bayou      | 15<br>28      | 15<br>29<br>K | 15<br>29      | 15<br>29<br>K | 15<br>29      | 13<br>26<br>K | 13<br>25<br>K | 12<br>23<br>K | 10<br>21      | 10<br>21      | 9<br>20<br>K  | 9<br>18       | 9<br>18<br>K  | 9<br>18<br>K  | 9<br>18      | 8<br>17<br>K | 8<br>17<br>K  | 8<br>17<br>K          | 8<br>17<br>K          | 9<br>18      | 9<br>20<br>  <b>K</b> | 10<br>22<br>15       | 13<br>23             | 13<br>24             |
| Houston Pilots K - Shell Crude       | 15<br>28<br>K | 15<br>28<br>K | 15<br>28      | 15<br>29<br>K | 14<br>29<br>K | 13<br>26<br>K | 13<br>25<br>K | 12<br>23<br>K | 10<br>21      | 10<br>21      | 9<br>20<br>K  | 9<br>18<br>K  | 9<br>18<br>K  | 9<br>18<br>K  | 9<br>18      | 8<br>17<br>K | 8<br>17<br>K  | 8<br>17<br>  <b>K</b> | 8<br>17<br>K          | 9<br>18      | 9<br>20<br>  <b>K</b> | 10<br>22<br>17       | 13<br>23<br><b>/</b> | 13<br>24<br><b>K</b> |
| Houston Pilots J - Lynchburg Ferries | 15<br>26<br>K | 15<br>28      | 15<br>28      | 15<br>29<br>K | 15<br>29      | 13<br>26<br>K | 13<br>25<br>K | 12<br>23<br>K | 10<br>21      | 10<br>21      | 9<br>20<br>K  | 9<br>18       | 9<br>18<br>K  | 9<br>18<br>K  | 8<br>18<br>K | 8<br>17<br>K | 8<br>17<br>K  | 8<br>17<br>K          | 8<br>17<br>  <b>K</b> | 9<br>18      | 10<br>20              | 12<br>22<br><b>5</b> | 13<br>23             | 13<br>23             |
| Houston Pilots I - Exxon 3           | 16<br>26<br>K | 17<br>26<br>K | 17<br>26      | 17<br>28      | 17<br>28      | 17<br>26      | 16<br>24<br>K | 15<br>23<br>K | 14<br>22<br>K | 14<br>21<br>K | 13<br>21      | 13<br>20<br>K | 13<br>20<br>K | 13<br>20<br>K | 13<br>20     | 13<br>18     | 12<br>18      | 12<br>18              | 12<br>18              | 12<br>18     | 13<br>20              | 13<br>21             | 14<br>23             | 14<br>23             |
| Houston Pilots H - Morgans Point     | 16<br>26      | 16<br>26<br>K | 17<br>26      | 17<br>28<br>K | 17<br>28      | 17<br>26      | 16<br>24<br>K | 15<br>23<br>K | 14<br>22<br>K | 13<br>21      | 13<br>20<br>K | 13<br>20<br>K | 13<br>20<br>K | 13<br>18<br>K | 13<br>18     | 13<br>18     | 12<br>17      | 12<br>18              | 12<br>17<br>K         | 12<br>18     | 12<br>18              | 13<br>21             | 13<br>22<br><b>5</b> | 14<br>23             |
| Houston Pilots G - 75/76             | 17<br>28      | 17<br>28      | 17<br>29      | 18<br>29<br>K | 18<br>29      | 18<br>26      | 17<br>26<br>K | 17<br>25      | 15<br>24<br>K | 15<br>23      | 15<br>22<br>K | 14<br>21      | 14<br>21<br>K | 14<br>21      | 14<br>21     | 14<br>21     | 13<br>20      | 13<br>20<br>K         | 13<br>20              | 13<br>20     | 13<br>21              | 14<br>22             | 15<br>23             | 15<br>23             |
| Houston Pilots F - 63/64             | 17<br>28      | 17<br>28      | 17<br>28      | 18<br>28      | 18<br>29      | 18<br>26      | 17<br>26      | 17<br>25      | 15<br>23      | 15<br>23      | 15<br>22<br>K | 14<br>21      | 14<br>21      | 14<br>21      | 14<br>21     | 14<br>20     | 13<br>20      | 13<br>20              | 13<br>20              | 13<br>20     | 13<br>20              | 14<br>22             | 14<br>23             | 15<br>23             |
| Houston Pilots E - 51/52             | 17<br>26      | 17<br>28      | 17<br>26<br>K | 17<br>28      | 18<br>28      | 18<br>26      | 17<br>26      | 17<br>25      | 15<br>24<br>K | 15<br>23      | 14<br>21      | 13<br>20      | 13<br>20      | 14<br>20      | 14<br>20     | 13<br>20     | 13<br>20      | 13<br>20              | 13<br>20              | 13<br>20     | 13<br>20              | 13<br>21             | 14<br>22<br>7        | 14<br>22<br>~        |
| Houston Pilots D - 37/38             | 17<br>26      | 17<br>28      | 17<br>26      | 17<br>26      | 17<br>28      | 17<br>26      | 17<br>26      | 16<br>25      | 15<br>24<br>K | 15<br>23      | 14<br>21      | 13<br>20      | 13<br>20      | 13<br>20<br>K | 13<br>20     | 13<br>20     | 13<br>18<br>K | 13<br>20              | 13<br>18<br>K         | 13<br>18     | 13<br>20              | 13<br>21             | 13<br>22<br><b>5</b> | 14<br>22<br><b>K</b> |
| Houston Pilots C - 25/26             | 17<br>26      | 17<br>26      | 17<br>26<br>K | 17<br>26      | 17<br>28      | 17<br>26      | 17<br>26      | 16<br>25      | 15<br>24<br>K | 14<br>23<br>K | 13<br>21      | 13<br>20      | 13<br>20      | 13<br>20      | 13<br>20     | 13<br>20     | 13<br>18      | 13<br>20              | 13<br>18              | 13<br>18     | 13<br>20              | 13<br>20             | 13<br>21             | 13<br>22<br>~        |
| Houston Pilots B - 11/12             | 16<br>26      | 16<br>26      | 16<br>26      | 16<br>26      | 16<br>26      | 17<br>26      | 16<br>25      | 15<br>24      | 14<br>23      | 13<br>22<br>K | 13<br>20      | 12<br>18<br>K | 12<br>18      | 12<br>18      | 13<br>18     | 12<br>18     | 12<br>18      | 12<br>18              | 12<br>18              | 12<br>18     | 12<br>18              | 13<br>20             | 13<br>20             | 13<br>21             |
| Houston Pilots A - 1 & 2 Bravo       | 17<br>26      | 17<br>26      | 17<br>26      | 17<br>26      | 17<br>28      | 18<br>28      | 18<br>26      | 17<br>26      | 17<br>25      | 15<br>24      | 15<br>22      | 14<br>21      | 14<br>21      | 14<br>21      | 14<br>21     | 14<br>21     | 14<br>20      | 13<br>20              | 13<br>20              | 13<br>20     | 13<br>20              | 14<br>21             | 14<br>21             | 13<br>22             |

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: SUN. 3/2/2025





# **Forecast Discussion**

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

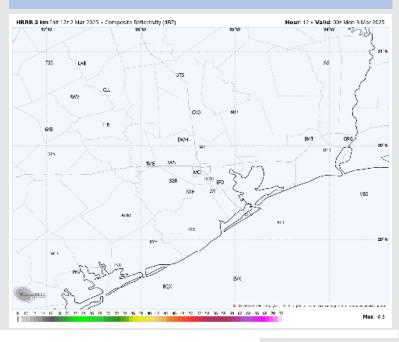
Wind: Winds will be out of the SE for the rest of the day. N of Morgan's Point: Winds will be at 7 – 13 kts for the rest of the PM. S of Morgan's Point: Winds will be at 10 - 15 kts for the rest of the evening. Wind gusts of 20 - 25 kts will be possible at all Stations through ~9PM.

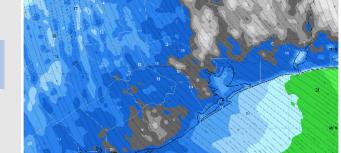
Low Temps: N of Morgan's Point: Low 60s F. S of Morgan's Point: Low 60s F.

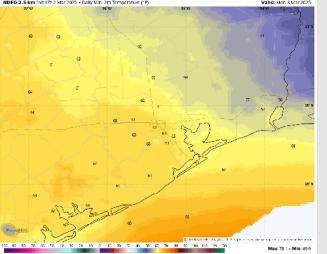
Visibility: Not favoring any fog concerns for the remainder of the day.

# Wind Speed: **7 PM CT**

#### Precip Image: 6 PM CT







**Low Temps** MON AM

# Houston Pilots: Mon. 3/3/2025





# **Forecast Discussion**

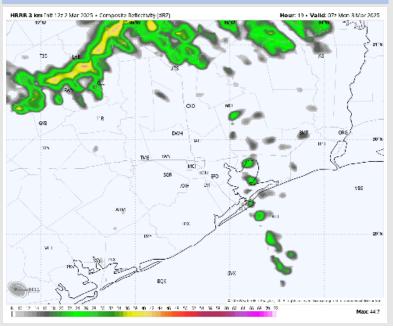
Precip: Isolated (20-30%) light showers 1 AM - 12 PM.

Wind: Winds will be out of the SE for all of Monday. N of Morgan's Point: Winds will be at 5 – 10 kts throughout the day. S of Morgan's Point: Winds will be at 8 – 13 kts throughout the day. Gusts of 20 – 25 kts will be possible for All Stations after 9AM.

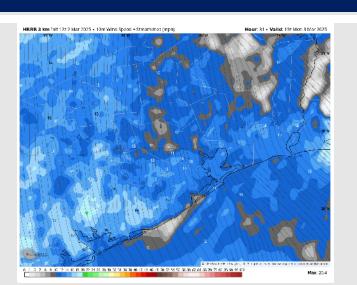
High Temps: N of Morgan's Point: Upper 70s F. S of Morgan's Point: Upper 60s to near 70 F.

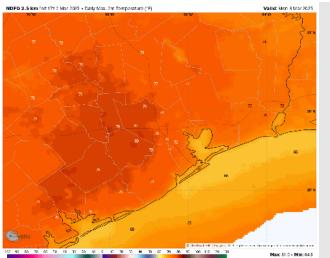
Visibility: Not favoring any fog risks currently for Monday due to drizzle / mist being present. Keeping an eye on sea fog risks that can develop closely.

#### Precip Image: 1 AM CT



Wind Speed: 1 PM CT





High Temps Monday

# Houston Pilots: TUE. 3/4/2025





### **Forecast Discussion**

Precip: Periods of drizzle / light rain will be expected through 8AM (40%). From 7AM – 2PM, expect widespread downpours and storms (80%). A few storms will be capable of producing gusts of 40 – 50 kts from 9AM to 2PM.

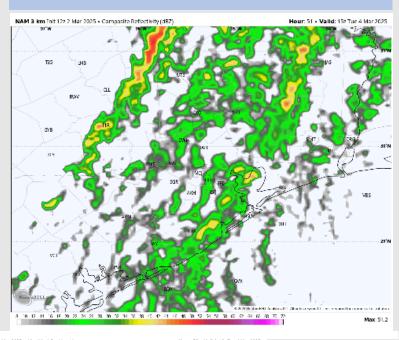
Wind: Winds will be out of the S/SSE through 2PM before gradually veering out of the SW / WSW throughout the afternoon into evening. N of Morgan's Point: Winds will be at 15 – 20 kts through 2PM before decreasing to 10 – 15 kts for the remainder of Tuesday. S of Morgan's Point: Winds will be 20 – 25 kts through 2PM before decreasing to 15- 20 kts for the remainder of Tuesday. Non-Thunderstorm Gusts for all Stations can reach 30 – 35 kts through 12PM, before decreasing slightly to 20 – 25 kts for the remainder of the day.

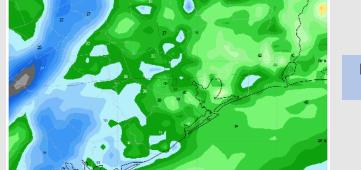
High Temps: N of Morgan's Point: Upper 70s F. S of Morgan's Point: Lower 70s F

Visibility: Not favoring any fog risks for Tuesday.

# ECHWF 6.1' Int 127 Mar 2025 - (Cm Wind Speed - Streamlines (mph)). Hour. 52 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025) Hour. 53 - Valid: (Cr Tue 4 War 2025)

### Precip Image: 9 AM CT





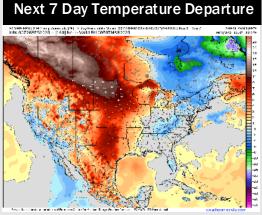
MAX WIND GUSTS

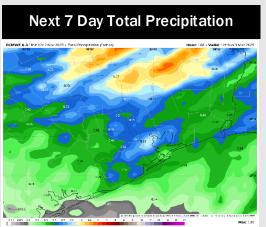
Wind Speed 10 AM CT

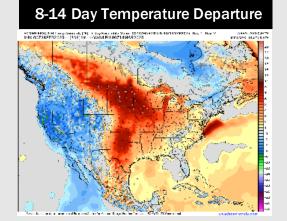
# **Houston Pilots: 3/2/25**

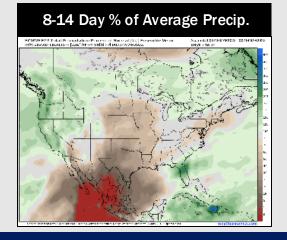


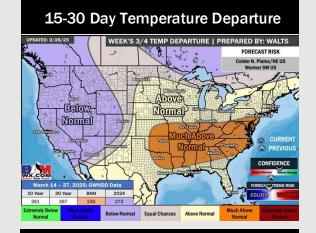


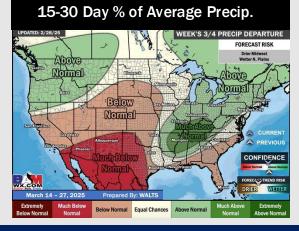












- > Temps are expected to be above normal for the next 7 days. Scattered rain chances are favored throughout the week.
- > Above normal temps and below normal rainfall are expected for week 2.
- Above normal temperatures and below normal precipitation chances are expected for the weeks 3/4 timeframe.