

## Summer 2020 Progress

1. Water system—The galvanized steel pipe inside the house was replaced with plastic pipe except for the short vertical section of the water intake line coming from the ground into the house. That section runs underground and it is self-draining, so rust is not known to be an issue. Additionally, there is the option of blowing out the line from the house to the water pump. The system is now rust free even though the rust was completely removed from the water used inside the house by the filtration system as it was and as it remains.
2. The wooden door made from 1x12 pine from the enclosed porch on the east side to the open deck was replaced by a 32" wide Larson Storm Door that is shatter proof, is mostly glass for the views, and has built-in screens that roll down as much as the top window is lowered.
3. Similarly, the 1x12 wooden door on the west side of the enclosed porch was replaced with a similar Larson Storm Door, except that on the west side it is 40" wide.
4. Metal roofing over the ~8-foot width was installed under the east side open-air deck at a slant much like an ~5-inch wide gutter on a roof that is 8-feet wide. This causes normal weather precipitation to be routed away from the house. The same system is on the west side and it has been highly successful at protecting the electrical outlet and the entrance door in that area from the rains and melting snow.
5. A new barge landing area was created a short distance to the east from the current area that also is used as the boat bay. This area is sufficient for the 30-foot wide barge to land and offload large objects and equipment and it was created so that the channel into the boat bay could be narrowed, making the boats in that bay less likely to be negatively affected by strong winds or waves.
6. In the boat bay, four each 4 feet by 10 feet culvert sections were bolted together and placed at the end of the breakwater making the opening smaller by 12 feet reducing the opening to ~18 feet. The culverts were loaded with super sacks of gravel at the bottom of each culvert section and filled with more gravel, such that they are completely full and unlikely to discharge much or any gravel for many years due to the restrictions imposed by the super sacks.
7. To the west of the garage, there was an area affectionately called the "rock garden" with apparently large rocks making the west side of the garage inaccessible to the John Deere 110 TLB from the west. Some of those rocks were removed, others were broken and either removed or used as fill to make the access from the west feasible. The work was completed after I departed for the winter, so, an update in the spring should be prepared.