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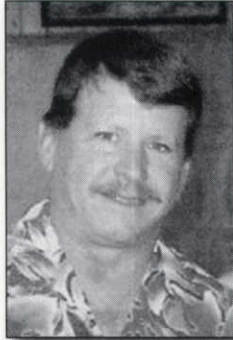
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IN LOVING MEMORY OF

Richard Leo "Dick" Howe

Richard "Dick" Leo Howe lived 53 vivacious years before passing away August 5, 2003 as the result of an accident while delivering equipment to Grimes, Ca. His unlimited supply of humor, laughter, and love, as well as his quick wit and generosity will be remembered. Memories which will be caught painfully somewhere between laughter and tears, but always ending with a smile.

Dick was raised in Arbuckle, where his dedication to work began as a young boy sweeping the streets of Arbuckle for 5 cents. His dedication turned into determination as he advanced from a teenage summer helper into a full time Superintendent of Arbuckle Golf Course in 1972. This began his 23 year span of a Superintendent career including the Yolo Flyers Club, Redwood Empire Country Club in Fortuna, and Riverview



Country Club in Redding. In 1995 he decided to help golf courses on a larger scale by working for Reed Equipment as a representative for John Deere turf equipment - responsible for Northern California. He acquired many friends along the way who knew they could turn to Dick for advice. He was an inexhaustible source of information for any topic, but he would sometimes warn with a chuckle, "Remember, it's free advice, and you may get what you pay for."

Dick could accomplish anything he set out to do and his confidence always had a positive affect on those around him. A GCSAA Certified Golf Course Superintendent, he designed and supervised the construction of the Dunnigan Golf Course, he was affiliated with the Sierra Nevada Golf Course Assoc, was a charter member of the Shasta Cascade Golf Course

Superintendents Assoc, and was involved in numerous other clubs and organizations.

Dick is survived by his loving wife Sharon Howe of Arbuckle and her son James White of Colorado; his previous wife Gretchen Howe of Yuba City; children Shane Howe of Dixon, and Kirsten Montejano of Colusa; parents Leo and Mary Louise Howe of Arbuckle; brother David Howe of Elk Grove; sister Janine of Plumas Co; and three wonderful grandchildren Jayden, Orion and Trinity. Dick was predeceased by his brother Donald R. Howe from Mendocino County.

A gift of remembrance may be directed to the Richard Howe Memorial Fund, Feather River Bank, 655 Fremont Street, Colusa 95932; Account #138040203.

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A Cut Above

A Check System For Improving Mowing Turf Quality

by David L. Wienecke, USGA Green Section, Southwest Region Agronomist

Spring and early summer bring ideal grass growing weather, and golfers expect to play a perfectly manicured golf course. There is frequently so much to do and not enough time, people, or machines available to get it all done! Here are some suggestions for developing a check system to monitor the maintenance operation and improve turf quality during the summer:

The Check System Check Golfer Expectations

- Try to develop a consensus of opinion regarding golfer expectations and preference for mowing heights. Lower handicap players tend to prefer low mowed fairways while higher handicap players tend to prefer higher mowed fairways. There will never be 100% agreement but a little discussion and consensus building go along way for success.
- Develop maintenance standards with owner, green committee, or club officials at your course. This document will provide everyone with standards for the mowing height and frequency on greens, tees, fairways, and rough. Tying the maintenance standards to the available budget, labor and equipment will help meet golfer expectations.
- Communicate with golfers frequently. Find out ways to get feed back from their perspective on the course. One good way to do this is to golf with members weekly or monthly. Another way is to enlist the aid of the PGA shop team and maintenance personnel about what they are hearing. Checking with the golf shop staff on a daily basis provides the best results, but weekly checkups will work. Don't go longer than week without talking with the golf shop staff. They have the most direct contact with golfers, and their feedback is critical.
- Put what you hear into action. Two way communications are crucial for success in mowing. A bulletin board with golf related topics along with

maintenance updates posted near the golf shop works well. Communicate directly with those who have offered suggestions or criticism concerning actions taken and results seen. Perception is 90% of reality for most people.

The Check System Maintenance Operations

- The best mowing quality comes from sharp well-adjusted mowers. Neglect mower sharpening and adjustment at your peril! Look sharp and be sharp!



- Recheck sharpness and mower adjustment after sanding or any activity that may affect mower cutting ability. Have two sets of reels on hand, so the mechanic can maintain mower quality and machines have a minimum of down time.
- Dry grass results in the best cut. If you can't mow the fairways or rough in the afternoon due to play, drag dew and grass clumps in the morning with old garden hoses or chains. Once you get the hang of this procedure, it does not take more than an hour or two to dry off all your fairways.
- Attach static or powered brushes to the front of your fairway units. This is a great way to improve mowing quality and remove water. For this to be successful operators MUST frequently check to insure brushes are working. It

is a good idea to keep four or five sets of bands in the mower cab so operators can make repairs in the field if bands break while mowing.

- Train operators concerning cleaning cutting unit rollers. A little bit of grass build up causes significant changes in the mowing height. If roller cleaning needs to be done frequently during mowing, this may be an indication that mowing frequency needs to be increased to reduce the amount of clippings.
- Clean up grass clumps after every mowing using a hose or chain drags. Although noisy, a blower or vacuum will work best if you have one.
- Talk with your mower operators and mechanics to establish guidelines for proper mower performance and what operators should do if mowers malfunction in the field. A little bit of training and education can save a lot of problems. This is also a great way to build teamwork and communication.
- Get your mechanic out on the golf course periodically to check mower performance in the field. This is a great opportunity for the superintendent and the mechanic to compare notes concerning their mowing quality expectations. Better yet, follow right behind a mower for on the scenes real (or reel) time assessment.

The Check System Observe for Success

- All the pieces are in place. Check daily with your operators, mechanics, and golfers to see how everything is going. Fix what needs fixing. Improve on what you are doing well.
- Continue to observe course conditions and listen to golfer comments. Also check yourself by training your assistant, mechanic, green committee chairman, director of golf or whomever you can trust to also provide feedback. There can never be too many eyes and ears on the course.

Robert Muir Graves

Respected Golf Course Architect, Author, and Educator Dies at 72

The fraternity of golf course architects lost one of its most beloved and respected members when Robert Muir Graves passed away Saturday, June 28, 2003 of complications from cancer.

Graves began his career in 1955 as a landscape architect before slowly transitioning into golf course architecture on a full time basis in 1960. His first three major works of note came close together in the early 1960's. They were the redesign of Lake Merced CC in San Francisco, and the original designs for both Carmel Valley CC in Carmel, CA and Big Canyon CC in Newport Beach, CA. Graves went on to build a design portfolio that included over 75 new golf courses around the world, but his best-known work is located in the Western United States. In 1972 he designed the Big Meadow course at Black Butte Ranch in Oregon. The resort course went on to receive numerous awards from the golf media and remained a life long favorite of its designer. The Sea Ranch Golf Links on the Sonoma coast north of San Francisco was also opened in the early 70's and is recognized as one of the first, modern examples of "natural" or "minimalist" architecture. His La Purisima GC, in Lompoc, CA has hosted numerous professional events and is probably the best course from the latter part of his career. Never shy about taking on the tough assignments, Graves designed both the popular Port Ludlow Golf Course, and Canterwood Country Club in the Puget Sound area of Washington.

Graves went on to become a longtime and active member in the American Society of Golf Course Architects. He served as president of the ASGCA in 1974-75. He was elected a Fellow of the ASGCA at the organization's 2003 meeting in Pittsburgh. The California Golf Writers Association honored him when they elected him to the California Golf Hall of Fame in 1994.

In the early 1980's, he teamed with noted east coast golf course architect, Geoff Cornish, to teach a series of seminars on golf course design throughout the United States. The first seminars were taught to PGA golf professionals and golf course superintendents. After several years of teaching together, the

His skills as a pilot were extensive, as he had earned his instrument, multi-engine, and commercial ratings.



popular duo was asked to join the faculty of the Harvard Graduate School of Design where they educated hundreds of students on the basics of golf course design. Their teaching led to their collaboration on two books on golf course architecture, *Golf Course Design* and the recently published, *Classic Golf Hole Design*.

Graves took great pride in sharing his knowledge, and providing opportunities for the young design associates he employed. Notable examples of former associates who then went on to individual careers include Robin Nelson, John Steidel, and Neal Meagher. The firm that Graves founded continues the practice of golf course architecture under the guidance of longtime partner, Damian Pascuzzo, and design associate Andrew Staples.

Graves had many interests outside of golf. Foremost was his passion for flying. His skills as a pilot were extensive, as he had earned his instrument, multi-engine, and commercial ratings.

One favorite story that illustrates his love for flying begins with a trip to look at a potential site for a new golf course. The client took him up in their company seaplane to get a better look at the property out in the Puget Sound. Captivated by the experience of

takeoff and landing from the water, Graves came back home, and within a few months earned his seaplane rating. Over the years he flew a variety of aircraft for business, but perhaps his favorite "bird" was a restored WWII Stearman that he flew for recreation.

In 1992, he left the San Francisco bay area and moved onto a large ranch just outside of Bend, OR. While still keeping a hand in selected design projects, he was able to spend more time flying, golfing and helping his wife, Mimi, raise Morgan horses. Remarkably, he joined the Cloverdale Volunteer Fire Department at age 63 and continued to serve and respond to emergencies for the next several years.

Bob will be remembered by friends for his appreciation of fine single malt scotch, his humble attitude toward himself, and his dry sense of humor. He was once quoted in an interview as saying, *"If I live to be 100, I might shoot my age"*.

Robert Muir Graves is survived by his wife, Mimi, and daughters, Victoria Graves, Betsy Mahan, Katy Yoder and six grandchildren. He will be remembered and missed by the thousands of others whose lives he touched.

In lieu of flowers, the family has requested that donations may be made in his honor to the ASGCA Foundation, 111 East Wacker Drive, 18th Floor, Chicago, IL 60601.

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