

change from normal years is the treatment of the rough, which has not been cut as much as usual. One of the unique elements of Muirfield is the walk offs from the tee, a small strip of cut grass, often over 100 yards long, through rough to enable golfers to walk to the start of the fairway.

"Some of the older members struggle to make the carry, particularly into the wind, or top a shot and it can be tough for them when the rough is left to grow.

to grow. "You have to think long term when planning to cut the rough. People said to me three weeks ago that you could hit the ball anywhere in the rough and still get out of it. They won't be saying that now. When you get the rain and the heat how fast it grows so the same people will be saying in a few weeks time that it needs to be cut."

But other than that the course will not change much from its norm, a point illustrated when Colin points to an old aerial photograph pinned to his office wall.

"A picture taken now would be very similar to this one," he said. Over the last few years he has vis-

Over the last few years he has visited the Open venue and compared it to his own course at the same time of year.

"You do work different management programmes in the lead up to Open time to select the best but you've got to remember we have a different climate to other Open venues.

ues. "Last year we were a lot greener than Lytham which was amazingly dry. When I got back over the border on the Saturday you could see even that the road verges were still green and that we were probably a little behind Lytham," he said, before revealing that they had 29 mil of rain in May and that in the first two weeks of June they have had a staggering 54 mil.

He expects the greens to be more than quick enough for the Championship.

"I can get them to run at 10 feet for no special occasion and I have been asked for 11.5."

He revealed that when Sergio Garcia won the Amateur in '98 they had been cutting morning and night but were asked just to cut in the morning as they were getting too fast. In addition to all the on-course work, Colin has been placed in charge of all the ancillary work as well.

"Some clubs designate a member to look after these sorts of things but with me being the Course Manager and knowing the course best they decided that I should take on the role of keeping an eye on everything and you do want to protect your course as best you can."

To assist in this they have marked all the sensitive areas which include water pipes and drains and told contractors not to go near those areas." A genuinely laid back character Colin is looking forward to the week and, with six weeks to go, is happy to boast that he hasn't suffered any sleepless nights worrying about it.

"Yes, you know the eyes of the world are on you and that it's your course and good or bad it's going to come on you in the end so there is pressure but if you are confident in what you are doing on your course you should be fine. It is also reassuring to know that I have such a fine team behind me. They have done a superb job in the preparations for the Championship and I know that will be the same during the week itself," said Colin.

"The weather is the only thing you have no control over but it would be nice to see an Open with the sun blazing, a fiery burnt up course and the wind blowing. That would be my ideal."

He's right but whatever weather is served up during the third week of July you know that Muirfield itself will be the star.



SELECTING

Robert Laycock takes a look at the development of turf and gives some advice as to what to look for when purchasing turf

> Turf has been used to create new grassed areas on the golf course for as long as there have been golf courses and it has been sold in rolls for centuries.

For many years seed was seen as being a more reliable way of making a new turf surface. Late in the 20th century plant breeders began to develop new strains of grasses created specially for turf, which could be truly called turfgrasses. This advance helped in the development of the turf industry as the new cultivated or seeded turf grown from mixtures containing these was demonstrably better than that composed of agricultural or wild grasses, which is all that had been available before.

For many years it was difficult to find turf of reliable quality, but gradually, about 25 years ago, a cultivated turf industry began to develop in the UK. The use of specialist harvesting machinery, developed in North America, made harvesting easier. Later, big rolls made a further improvement to the laying of turf on larger areas. Other specialist forms of turf later became available for sports turf and other landscaping uses.

The problem has always been how to pick the best turf. Every turf company claims to grow excellent turf, so adverts are not very helpful in choosing the best. Objective tests of quality were needed and the Turfgrass Growers Association (TGA) commissioned the production of a quality assessment scheme to make selection easier for customers. The TGA standards provided these tests, with participating growers using the same techniques to assess their turf. This is not to criticise other growers outside the scheme, who often do produce good quality material. However, direct comparisons are difficult if different assessment techniques are being used.

All participating TGA members have exactly the same equipment for assessing their product and all have been trained in its use. In the event that there is a complaint about the quality of turf supplied under the scheme, it is possible for a properly equipped and trained independent person to repeat all the tests and verify whether or not they have been measured correctly.

The TGA standards have brought a discipline to the monitoring of qual-



TURF

ity that was not there before. It is now possible for a grower to compare his records of assessments on this year's crop with those from previous years, and see whether or not his turf has improved. Similarly, by using these parameters, customers can compare the products of different suppliers.

Just because a turf company has supplied good turf one year, it does not follow that it will be identical the next. Turf quality varies from grower to grower but all turfgrowers accept that it also varies from year to year.

There are many reasons for this variation but it is mainly due to the effects of weather conditions during the crop's production and the management it receives while it is growing. Cultivar choice is also very important and the best ones for the grower's conditions should always be used.

The best quality modern turf is

grown from top quality turfgrass cultivars and thus should produce a turf area of equivalent quality to one grown from seed. One of the great advantages of turf is that you can inspect its quality and see the grasses it contains, whereas inspecting a bag of seed may tell you which grasses should be in the turf produced from it but not their proportions and not whether weed grasses will be present in the finished sward.

The TGA standards were originally aimed at turf supplied to landscapers, the turf suppliers' largest market, rather than for sports turf users. Nevertheless many of its contents are also relevant to the latter. I find that greenkeepers are not very familiar with the scheme and what it covers so I have provided a brief list of items that greenkeepers should be looking for when buying turf, whether or not it is covered by the TGA scheme.

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TURF GROWERS AND INNOVATORS OF TURFGRASS SYSTEMS

SELECTING

Just because a turf company has supplied good turf one year, it does not follow that it will be identical the next. Turf quality varies from grower to grower but all turfgrowers accept that it also varies from year to year.

Robert Laycock (right)

Assessments

Any assessments of turf suitability should include the following:

Dimensions

Some sizes and shapes of turf are easier to handle.

Health

Shows the turf is free from pests and diseases.

Soil type

Some soil types are unsuitable for some situations (usually sports turf).

Grasses

It is good to know that good quality seed using top cultivars has been used to sow the turf. Also it is important to know the proportions of the different species of grass that are present in the turf when it leaves the field.

Cutting height

Relatively short turf looks tidier and is easier to bring under control after laying.

Thatch thickness

If this is too thick it has a detrimental effect on turf performance and can slow down establishment time.

Soil thickness

Thickly cut turf tends to be heavier, more difficult to handle and slower to establish after laying.

Netting

The customer can decide whether they want to have netting in their turf.

Strength

Reassures the customer that the turf is strong enough for its purpose.

Weight

The customer can decide whether turf will be easily handled, what type of vehicle will be needed for transport.

The TGA Quality Assessments cover all the above, with objective measurements made of each criterion, but they are not the only way of assessing turf quality. All growers have their own methods, which are more or less formalised within the company. The advantage to the customer of the TGA scheme is that it provides up to date and easily comparable information on the actual turf being offered for sale. The standards also

show details of the field and the farm

where the turf was grown so that any problems that may arise can be traced back to source. A certificate is produced which identifies the staff member who assessed the turf and the date on which it was done.

The important things are that the tests are done on the turf the customer actually receives and that they are done shortly before or soon after harvest.

If turf in a particular field does not meet the standards it will not be certificated. Because of this, there are times when growers may not be able to supply turf meeting the TGA standards. Growers who do not tell the truth on their declaration of quality will be disciplined by the TGA. So far, to my knowledge, there have been no instances of sub–standard turf being supplied under the scheme, which is a credit to the TGA members and their staff.

Using turf on the golf course

Additional information needs to be supplied by the grower for turf to be used on the critical playing surfaces, especially golf greens, but including any created on a USGA or similar high specification rootzone, because most natural soils are incompatible with new constructions. If a different soil layer is introduced into the profile of the green with the turf, it will take much work to remove it, a process that may take years.

For new greens of this type, the best turf to use is either washed free of soil or grown on a soil or rootzone compatible with that the greenkeeper is going to lay it on. Only a limited number of growers produce turf in these ways and because of the extra



work and materials involved it tends to be more expensive than conventional turf.

The grasses the turf contains are also important, especially for use on greens. In an ideal world all the greens on the course would be identical, and this is possible with a new course, at least for a while. However, most old golf greens contain a high annual meadow grass content and turf of this type is not available commercially, so a mismatch is inevitable when new greens are built. Shopping around will provide the type of turf least dissimilar to that on the existing greens. Get samples of turf from different suppliers and make a choice on the grounds of soil and grass content. Make sure any samples you obtain are from the field your turf is going to come from.

Elsewhere on the golf course, away from areas created on rootzone, it is less important that natural soil is avoided, and many believe that better results are obtained if the soil the turf has been grown on and the soil it is laid on are similar.

This means that using local turfgrowers can often provide material grown on a soil type more compatible with the soil on the course. Many of the best local and national growers are members of the TGA, which has members growing turf on all types of soil from clay loam through sandy soils to peaty soil.

The website address of the TGA is www.turfgrass.co.uk Robert Laycock's website is www.robertlaycock.co.uk

Robert is a founder member of the Register of Independent Professional Turfgrass Agronomists (RIPTA)

Education & Training for Professional Greenkeepers



As a member of the Greenkeepers Training Committee, BIGGA is actively involved in raising the Standard of Greenkeeper Training. The range and quality of training now available means that there is a training course for every greenkeeper which should improve the quality of greenkeeping and help to produce quality golf courses.

Golf Course Managers should ensure that their staff are trained to the highest standards, beginning by selecting a training provider that meets the criteria laid down by the GTC.

There is a clear link between education, training and economic success and if you think that training is expensive then try ignorance. Ken Richardson Education and Train

Education and Training Manager, British and International Golf Greenkeepers Association

Tel: 01347 833800 Email: education@bigga.co.uk Website: www.bigga.org.uk



The Greenkeepers Training Committee (GTC) is continually striving to raise the standards of Golf Course Maintenance and Management and they are totally committed to ensuring that the range of qualifications are relevant to the Sportsturf sector and used by Employers for recruitment and by trainees for their own personal development.

The Government endorsed awards range

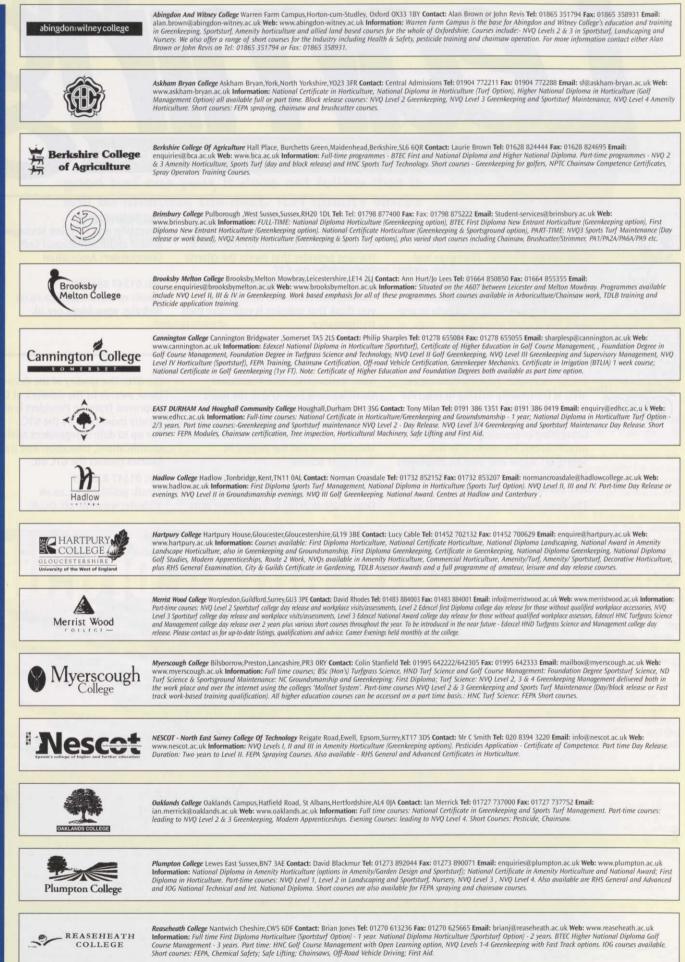
from National/Scottish Vocational Qualifications (N/SVQ's) to the more academic Higher National Certificate (HNC)/National Diploma (ND)/Higher National Diploma (HND) in Golf Course Management and the Degree in Sportsturf Science.

The qualifications are continually under review by the National Training Organisation (NTO) in association with the GTC. The quality of the delivery of these awards by the network of GTC Approved Training Providers is also constantly monitored by the GTC. For up to date independent advice on qualifications, education and training courses contact the GTC on:-

Tel: 01347 838640 Email: golf@the-gtc.co.uk Website: www.the-gtc.co.uk







ENGLAND

Training providers guide Available courses guide

This guide is not exhaustive and a full list of GTC approved training providers can be obtained from the GTC. The Greenkeepers Training Committee (GTC) are continually reviewing the approved status of training providers offering greenkeeper training courses. Anyone with a query regarding greenkeeper training committee at Aldwark Manor, Aldwark, Alne, York YO61 1UF, Tel: 01347 838640 or visit their website at http://www.the-gtc.co.uk



WALES

Pencoed College Pencoed, Bridgend, Cardiff, CF35 5L6 Contact: Paul Discombe or John Sullivan Tel: 01656 302672 Fax: 01656 302601 Email: pfdiscombe@bridgend.ac.uk Web: www.bridgend.ac.uk Information: Courses:- NVQ Sportsturf Level 2-3, HND/HNC in Turf Management. Short courses: Pesticide application, Chainsaw Operation and many others. TDLB Assessor Courses



NCOEL

Welsh College Of Horticulture Northop Mold, Flintshire CH7 6AA Contact: Graham Wright Tel: 01352 841034 Fax: 01352 841031 Email: graham.wright@wCoh.ac.uk Web: www.wch.ac.uk Information: Full-time - Higher National Diploma in Turf Management. Part-time - Day release Higher National Certificate in Turf Management. Block Week -NVQ Amenity Sportsturf Levels 2-3. Briefing Days - NVQ Level 4, TDLB Assessor Courses D32, 33, 34. Day Courses - FEPA, Chainsaw Certification, First Aid, C.I.E.H.



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Oatridge has an excellent reputation for the quality of teaching in greenkeeping and sportsturf management. The College maintains strong links with local golf clubs, local councils and national bodies such as BIGGA (British and International Golf Greenkeepers Association) and IOG (Institute of

Groundsmanship). Oatridge is ideally suited to meet training needs of students and employers from throughout the UK.

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This advanced level course is offered on a part-time basis. It is suited to applicants who have completed their craft level training and wish to attain technical, financial and managerial skills necessary to perform effectively as modern nanagers.

SVQ LEVEL 2 SPORTS TURF The course normally lasts two years and consists of a planned programme of SQA units. The programme is designed for people entering or at an early part of the their career in the industry and offers practical instruction supported by technical knowledge in a range

SVQ LEVEL 3 SPORTS TURF MAINTENANCE The course normally lasts two years and is appropriate for people who have completed their Level 2 or have been involved in the industry for some time. The programme is based on organisational and supervisory skills with the emphasis placed on the creation and maintenance of sports turf including maintenance, repair, renovation and setting out.

Oatridge Agricultural College, Ecclesmachan, By Broxburn, West Lothian, Edinburgh EH52 6NH Tel: 01506 854387 Fax: 01506 853373 Email: info@oatridge.ac.uk Website: www.oatridge.ac.uk

CERTIFICATE in GREENKEEP and SPORTSTURF MANAGEMENT The course is designed for persons wishing to gain entry into the Greenkeeping and sportsturf management industry for the first time, or as a change in direction for their careers.

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The facilities At the College there are greenkeeping and sportsturf management courses.

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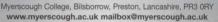
- Saturday 17th August 2002 Saturday 24th August 2002
- Saturday 7th September 2002
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Roland Taylor takes a look at pollutants and how emission control is now such an important issue

No one would place a child a room full of toxic gases, yet every day we subject them, along with the rest of planet's population, to high levels of pollutants in the air that we breath. In this article we are looking at the smaller engines found on all golf course equipment, although what is

IT'S A

written, equally applies to all equipment and road vehicles that use combustion as a source of power. It is a fact of life that there are a



number of conditions and pollutants around which can cause serious health problems, not all, are the result of the internal combustion engines.

One of these is the 'greenhouse effect', there seems to some confusion as to what creates this phenomenon. If the earth's surface is to sustain a rich variety of growth it requires an average temperature to be maintained. Global warming occurs due to a cocktail of certain gases including, water

vapour, carbon dioxide and methane, raising the temperature levels. The cause is largely due to man's intervention in nature, which results in excessive amounts these gases, being produced and released into in the atmosphere.

Damage to the ozone layer is another cause for concern. This is like a skin around the planet that protects the surface from the suns harmful ultra violet radiation. Here the culare CECs prit (Chorofluorocarbons) which are commonly found in aerosol solvents and in the past refrigerators. These break down the layer so the earth and its population is exposed to the sun's rays. A very good reason to protect the skin on bright sunny days.

Combustion engine emissions play only a minor part in these two phenomena, their role is closer to home. Engine exhaust and fuel evaporation are two sources of pollution involved.

Petrol and diesel fuels are made up of hydrogen and carbon atoms. In a perfect combustion the fuel (hydrocarbons) is mixed with air (oxygen and nitrogen). When burnt this produces carbon dioxide, water and nitrogen, all three relatively harmless.

In an engine the results are different. A mixture of fuel and air creates unburned fuel (hydrocarbons), nitrogen oxides, carbon monoxide and carbon dioxide – a real witches brew.

Hydrocarbons

Basically this is unburnt fuel. This mixes with the nitrogen oxide and when exposed to sunlight produces ground level ozone – a major component of the smog, hence the reason for the continual shroud now over a number of large cities throughout the world. From a health point of view it can cause irritation to the eyes, damage the lungs and aggravate respiratory problems such as asthma. Exhaust hydrocarbons also have the potential to cause cancer.

Nitrogen Oxides

These are formed from the nitrogen and oxygen in the air being subjected to a high temperature plus pressure. Their role has already been mentioned in the formation of ozone, they also contribute to the production of acid rain.



Carbon Monoxide

This is a real nasty. As the result of incomplete combustion the carbon in the fuel is only partially oxidised. As far as humans are concerned, oxygen levels in the bloodstream are greatly reduced and those with a heart condition are most at risk.

Carbon Dioxide

This is the stuff we exhale. In the normal ecosystem plants and trees take this in and convert it into oxygen. With the changes that man has bought about to the environment this natural cleaning system no longer works at a100% – the greenhouse effect is one of the results. Some environmental agencies now consider carbon dioxide is becoming a pollutant.

There are slight differences in emissions from diesel engines.

Particulates

These are made up of suspended carbon particles and the amount of these released will depend on the quality of fuel.

Soot (Carbon)

Most exhaust contaminates are carried in soot. Petrol units produce less soot, but more carbon monoxide.

Apart from exhaust emissions there is also another area associated with the engine that create atmospheric problems – evaporation. This is one of the major factors for

hydrocarbon pollution, especially on hot days and it can occur in a number of ways:-

- If a fuel tank becomes hot then fumes escapes through the vent in the cap.
- Tegine and exhaust heat will vaporise fuel, this continues for relatively long period after the unit has been switched off.
 Vapour is always present in fuel tanks and this is forced out during affective.
- refuelling the shimmering haze that can be seen on all garage forecourts.
- There are other indicators that signal a power unit is producing excess fumes or something sinister might be going on inside.

White smoke

Mainly evident when an engine is started up, it usually disappears when the unit warms up. Water droplets (condensation) plus unburnt fuel in the cylinder cause this. In the worst scenario it could indicate that water from the cooling system has gaining access to the combustion chamber.

Blue Smoke

Burning oil plus unburnt fuel generally causes this. May be the result of excessive wear, broken oil ring or more likely a poorly tuned and maintained engine.

Black smoke

A combination of soot, oil and or unburnt fuel, this could also herald a mechanical failure. In the case of the last two, some action to rectify symptoms is needed fairly quickly, if a major problem is to be avoided. As has already been shown, the

combustion process, although now highly refined, is still relatively inefficient and this can be escalated by other contributory factors:-

- The quality of the fuel used
 Type of engine, whether it is a standard model, turbo charged or
- has fuel injector. Incorrectly tuned engine Fuel pump or carburettor settings
- The workload it is subjected too.
- Engine running temperature Lack of maintenance.

Stringent legislation in some countries has meant that that engine manufacturers have made considerable strides in reducing emission levels with models now on the market 70% cleaner than a decade ago.

This is the result of changes in the cylinder and valve configurations, finer tolerance throughout, and more sophisticated fuel/air supply systems. Power units are more compact having greater fuel and oil economy and less vibration, plus the lowering of another emission - noise.

On some models the catalytic converter has been introduction. These use very high temperatures to burn off the unused fuel before it is emitted from the exhaust, but they are a highly sensitive components that are likely to be damaged if an engine is not properly maintained.

Another reason why problems can occur is that some of the contaminates from an incomplete combustion remain inside the engine. These eventually find their way into the sump where they mix with the oil to form lacquer and a thick sludge. This then passes into oil ways and adheres to components causing a reduction in an engine's efficiency as the power output drops and fuel consumption and emissions increase.



Out of all this there is a clear message regard controlling the level of emissions. While, engine manufacturers now produce power units that comply with present and future leg-islation once these are out in the field, it is the responsibility of the users to maintain these standards. The fact is modern engines require very little maintenance, so by look after them regularly and correctly this can be achieved.

Oil

This has two main jobs, to reduce friction and to help dissipate heat. If it is in short supply or contaminated, serious damage to the engine can occur. The message is, check the levels are correct every time the equipment is used. This not only applies to the engine, but also to any other components that uses oil, such as hydrostatic drives and gearboxes.

Change the oil as outlined in the instruction manual using top quality recommended lubricants.

Airfilters

If these are dirty they alter the

