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we use Delavan cone nozzles and it takes us two tanks to cover the 4 acres of Tifdwarf bermudagrass. With the fieldjet nozzle it takes us three tanks.

8:50 a.m.

The second tank has been sprayed through No.12 green and the spray tech is back loading up the last tank. Some of the other golfers are now chomping at the bit to tee off the back nine. We are still holding them up. Mr. H. has just made the turn and is playing No. 10. He has to play through.

9:05 a.m.

The spray tech passes 10 tee on the way to finish 12 green. I'm standing at the tee talking to a foursome of walkers about the charcoaling procedure as he passes. Now they can start because it will take them 30 minutes to get to 12 Green. In the meantime Mr. H. is now finishing No. 12.

9:15 a.m. - 9:40 a.m.

We finish 12, jump over to 17 then back to 13, over to 16 and 15 then back to 14 and finish with 18. All in which is done so Mr. H. doesn't play immediately after we spray. He doesn't mind anyway.

9:45 a.m.

I check back in with the pro shop. I check out tomorrow's golf schedule and get more news on Friday's men's tournament.

I also check in with the controller and see if there are any updates on budget meetings. This is the time of the year when our budgets are prepared and various meetings are set up for review. I also swing back out to the pump house to see how our PM work is going. Everything's fine.

10:15 a.m.

Back at the shop. My assistant has gotten the rest of the crew started on their other jobs for the day. I check messages on the answering machine and follow up with returning calls.

By this time of the day everyone knows what they are doing to finish the day.

I get back to scheduling work for tomorrow and let the mechanics know what equipment we intend to use. Weather has such a big part to play in what we will attempt to do tomorrow and in subse-

quent days so I check our satellite information service and the computer screen to see what fronts are coming or if there are any weather changes that may affect our work.

11:30 a.m.

Lunch time for the crew. My lunch time may vary depending on what I may be doing at the time and how long it will take but I like to have lunch around this time, too.

We have a group of us that usually eat around this time at the Grill Room in the clubhouse - the general manager, head golf professional, controller, bookkeeper and our executive secretary.

I may spend up to an hour depending on the conversation and the various discussions that take place about company work, jobs or personnel. Sometimes I may have a casual conversation with a member which helps establish an open avenue for member involvement.

12:30 p.m.

I check back with our Irrigation PM contractor and he has finished. He's ready to repressurize and do the final adjustments. Thirty minutes and we're through. The station is back in perfect condition.

1:00 p.m.

Back at my office I've got some more calls and need to order some liquid fertilizers for next week. I fill out the appropriate Purchase Requisitions and set them aside to be signed later by the greens chairman and general manager.

The mechanics let me know that there is a major problem with one of our hydraulic five-reel units.

We are trying so hard to get this piece to last until May when we can buy or lease a new unit and phase this one out.

It has been costing us an arm and leg to keep running. Cost analysis shows that we have already bought repair parts equaling to one third of the original purchase price into this machine since we purchased it five years ago.

2:00 p.m.

Around this time of day I like to make a run around the golf course to see how the day's activities have gone and how the greens look for tonight's irrigation, if any is done at all.

A few probes with the soil plugger shows the need for a cycle on greens tonight. I stop by the clubhouse again to pick up mail which usually comes in around 1 p.m.. Nothing unusual. The usual amount of junk mail.

As 3 o'clock approaches, the crew is in cleaning off the equipment and I usually spend time with my assistant to talk about tonight's watering and the schedule for tomorrow. Equipment is fueled, greased and prepped for tomorrow if it hasn't been done earlier in the day.

It's after 3 o'clock now and the crew has gone home. I usually spend some time relaxing and just thinking about what other events or schedules are upcoming. In our work with its great diversity and ever-changing variables, you can never do too much planning.

Time out: 4:35 p.m.

Working the Plan

BY PETE METCALF


*Golf Course Superintendent
The Vineyards C. C.*

The Vineyards Country Club is a 36-hole private country club with 750 golfing members. Our maintenance staff is made up of one superintendent, two assistants, one shop manager, one horticulturist and one crew foreman.

A typical day at the Vineyards begins at approximately 5:30 a.m. when the first people to arrive are the salaried employees. Yes, this even includes me, the superintendent.

My rationale for this early start stems from my belief that so often a well-thought-out schedule is doomed simply because weather conditions have changed from one extreme to another... overnight!

Therefore, rather than revising a schedule prepared for course conditions based upon the previous 24 hours, we schedule each morning following a quick check of current course conditions.



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Once we have determined whether or not rainfall, temperatures or irrigation malfunctions have created unusual conditions, we go about the task of organizing crew assignments based on play and events previously scheduled by the golf staff.

These early morning course assessments are made before 6 a.m. by one or two members of the management staff while the others are rolling out the equipment and preparing for the arrival of the rest of the crew.

I meet with my staff in my office at 6 a.m. to go over the schedule to maximize productivity and avoid any operational conflicts. The old saying that "two heads are better than one" has been modified to "six heads are better than one!"

The staff meeting only lasts 15 to 20 minutes and provides everyone with the day's agenda, including the location of all operators and equipment. The majority of our operators are extremely reliable and follow directions to the letter.

If an occasional assignment is misun-

derstood, the collective scheduling effort allows any manager to quickly redirect the employee to the proper location.

All of our crew scheduling is done on a mass-duplicated form referred to as the daily setup sheet. This form lists all the tasks typically performed by our department which includes mowing, cup-changing and tee-marker-moving, just to name a few.

Having a preprinted schedule reduces the effort of making up the schedule and also helps prevent forgetting a routine assignment. All we have to do is fill in the crew members' names. These schedules also provide a good written record of who did what in case of a poor cut or undetected or unreported hydraulic leaks.

By 6:15 to 6:20 a.m. the assistant superintendent who actually writes the schedule for the week is now ready to assemble the crew, assign the day's tasks, and get them out on the course by 6:30 a.m.


The remaining staff, including me, goes out and changes nine holes of cups

while monitoring the work being performed and checking areas on the course that may need attention.

Our goal each day is to complete all routine tasks ahead of play. During the busy season all greens, tees, fairways, slopes and roughs are mowed before any play catches up. When our members tee off, 95% of the time the only equipment they will encounter is heading back to the shop for cleaning and refueling.

Before any crew member completes his or her first work assignment, one of my assistants will return to the shop and write up second job assignments on a centrally located chalk board.

The second jobs are taken from a list of projects that we have collectively discussed and prioritized. Usually by noon all first assignments have been completed and the crew has been reassigned to their final tasks for the day.

The staff can breathe a collective sigh of relief knowing that another day went smoothly, because we simply planned our work and worked our plan! 

George Elliott of Addison Reserve Uses Georgia Grass on His Greens

Here's Why!

"I first visited Millhaven Plantation when I had to renovate the greens at Mayacoo Lakes Country Club back in 1993. I was very impressed with the quality of their Tifdwarf and had them send me down a batch of sample sprigs. The samples looked good, so I ordered 3,000 bushels of sprigs to renovate 18 greens. We hydro-sprigged those greens and were playing on them in less than 7 weeks. Here at Addison Reserve we already have 18 greens in place, and we're putting in another 9 - all certified Tifdwarf from Millhaven. We also used Millhaven's Tifway on most of our fairways. I think the entire course looks and plays great."



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Did I say that it only rains hard when you lay down new sod? I lied. It also rains hard during special events. It invariably happens that in the haste to finish preparations for an event, not everyone checks with the superintendent before driving on the golf course and accidental damage is done. Photo by Joel Jackson.

...And then there's Murphy's Law!

A superintendent can plan on things not going as planned

BY JOEL D. JACKSON, CGCS

My compatriots in this section have done an excellent job telling us about the similarities and differences of their daily responsibilities. I would agree that these descriptions are accurate at least 90 per cent of the time. They describe the relentless routine nature of our work required to produce consistent results for our members and guests. It is my task to portray items that fall into the other 10 per cent of our days. The weird things that do play a part in our "routine" days. Murphy's Law come to mind – if something can go wrong, it usually will, and often at the worst possible time! I present to you a collection of photographs of some of the things that can and do go wrong on a day in the life of a golf course superintendent.

In these photos, I have only scratched the surface of the unusual things superintendents have to take in stride on some days. Fortunately, superintendents are very gifted at solving emergencies and pulling off the impossible mission. Depending on your point of view, you may consider the routine or the unusual a typical day in the life of a golf course superintendent.



Our crews spend valuable maintenance time doing things that all golfers should do as part of golf etiquette. These rules were not written to make superintendents' jobs easier. They were written as common courtesy to keep the course playable for all of the golfers. Repairing ball marks right after they are made keeps the green a lot healthier and smoother. Photo by Joel Jackson.



I've had two helicopter adventures. The first was to stand under a hovering helicopter as it dried out wet top dressed greens so we could drag them in and open the course for a shotgun tournament the next morning. The other is pictured here when a helicopter had to make an emergency landing on the course after blowing a hydraulic line over a green during a photo shoot. Photo by Joel Jackson.



Superintendents are often called upon to correct flaws in a course design. Pine straw on a bare slope moves downhill in a heavy rain. That's not Murphy's Law. That's the Law of Gravity. Photo by Joel Jackson.



I wish I had a nickel for every unfilled divot on my golf course. I'd make money even though I have to pay someone to try and fill them all so the course will look and play better. Photo by Joel Jackson.



A drain basin in a depression in a pine straw area will get clogged by the moving pine straw. Photo by Joel Jackson.



Unfortunately, not all damage is accidental. A considerable investment of time, work and money can be destroyed in a few thoughtless moments! Photographer unknown.



An irrigation blowout. Usually an overnight occurrence that greets you in the morning with a flood, a mound or a hole and lost irrigation coverage to deal with. Photo by Joel Jackson.



Mother nature's blowout. A phenomenon common during construction and renovation projects. It never rains hard until you lay new sod down on a slope! Photo by Joel Jackson.



A clogged drain basin produces an unexpected water hazard. Superintendents have been known to take off their shoes and roll up their pant legs and wade in to solve the problem temporarily. Eventually the sloping pine straw areas are sodded, and work turns to more important jobs, like grooming the turf. Photo by Joel Jackson.



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This 405-foot-long bridge at Admiral's Cove may be one of the world's longest wooden golf cart bridges. Photo by Bill Brousseau.

World's Longest Wooden Golf Cart Bridge?

BY BILL BROUSSEAU

*Golf Course Superintendent
Admiral's Cove G.C.*

Some have said that our new bridge may be the longest wooden golf cart bridge in the world. Considered at least to be the longest wooden golf course bridge in Florida, the low-profile design, close to water bird sanctuaries, caused a minimum of construction disturbance. Our members use and enjoy it, but only our team knows how much planning, work, and concern for the environment went into its creation.

Admiral's Cove Community, where I am the golf course superintendent, decided to reroute a golf cart path which was infringing on home building sites.

We faced several challenges. Our mission was to create — before the winter season — an aesthetically pleasing, 450-foot-long bridge which would provide a panoramic vista from the homes, while not disturbing the environmentally sensitive lake area or disrupting our members' golf games.

Our secrets of success were design, pre-construction planning and teamwork with Marine Construction, an experienced and quality builder that has built many other bridges, docks, and retaining walls in Admiral's Cove since 1985.

Admiral's Cove and the Golf Village at Admiral's Cove is a 45-hole golf course

and luxury home development of 1000 acres on the east and west sides of Alternate A1A in Jupiter.

The golf course was designed to meander through the canal systems, homes, and wildlife nature habitats. We wanted the bridge to project that same design philosophy.

Designing the bridge was a coordinated effort of Thomas Frankel, the developer of Admiral's Cove, the golf course maintenance staff, and Marine Construction. It was engineered by Mary Dwan.

The area was surveyed and plotted so that the bridge was placed in the most aesthetically pleasing area in harmony with the environment.

With the spirit of "Environment First," Marine Construction built the bridge with totally pressure treated, marine-treated wood in the fresh water setting.

All equipment was trucked in on the golf course and assembled at the building site. Ed Riggins, president of Marine Construction told me, "We have a portable boom barge which enables our crew to go from our salt water construction projects such as seawalls and marinas to work on golf course projects like retaining walls and bridges."

Mr. Riggins' experienced crew did an excellent job, on time and on budget. After construction, the equipment was dismantled and removed with no damage or interruption of the course.

Prior to setting the pilings, we relocated the irrigation lines and sprinkler heads in the immediate area. During construction, we were able to use the former existing bridge and cart path from No. 9 North Green leading to the clubhouse, so there was no disruption of play or problems with cart traffic.

After completion of the new cart path bridge, the old bridge was dismantled, and landscaping was designed for the old cart path site. Our developer, residents, and club members are all delighted with the sturdy bridge.

Members now enjoy the ride over the lake, which provides a wonderful view of the birds and wild life. One of our residents says, "I am a member of the Audubon Society and an amateur bird watcher. I also like to photograph wildlife. The bridge is over a large expanse of the lake, which offers close-up views of the birds, turtles, and other animals."

The residents enjoy the unobstructed panoramic views and the reflections of the bridge on the lake. They also have more privacy, since the old golf cart path was eliminated.

I am happy that we were able to successfully complete such a difficult and challenging project before the start of our busy season. To achieve this success, we put together a great team — our golf maintenance staff, engineers, and our builder Marine Construction.

Super Sod Nursery

BY KEVIN FITZPATRICK

*Golf Course Superintendent
University Country Club*

How would you like to have six acres of a Tifdwarf sod nursery on your golf course? Instant access to sod for repairing any damaged areas that you may encounter on your greens! Or possibly the ability to renovate your greens completely to remedy mutations, contamination or encroachments that have occurred over time. This is the unique situation that I currently enjoy at University Country Club.

I became superintendent at University Country Club (formerly Calusa Country Club) in August, 1996. New owners Jim Hall and Paul Visaggio had just purchased the course and wanted someone to restore the manicured and well-maintained appearance of the club.

This was no small task since the previous owners had let the course deteriorate



This 6-acre Tifdwarf nursery at the University Club gives superintendent Kevin Fitzpatrick plenty of sod for renovations, repairs and some to sell. Photo by Kevin Fitzpatrick.

into what I would call a "goat pasture."

But with an infusion of capital and a lot of work, we have been able to bring back this championship course to respectability. We are currently the home course of the University of Miami golf team.

In conjunction with restoring the golf course, I have been given the responsibility of overseeing the grow-in and maintenance of six acres of Tifdwarf sod being grown on a plastic base.

We have a total of 170 acres so six acres was readily available for this project.

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Installation of these fields was done under the supervision of Bill Collins who has over 30 years of experience in the turf field. Maintaining these sod fields has been a learning experience along with a great deal of added responsibility.

Due to the shallow rooting medium, water management has been the main problem. These fields tend to dry out

very quickly on those hot, clear, windy days. Needless to say this requires constant monitoring by a trained eye.

Isolated dry spots are hand watered as needed. Mowing is currently being done twice weekly at 5/16" with a 3/16" height anticipated as the field gets closer to harvest.

Spraying is done as needed for pests

including sod webworms and periodic leaf spot or brown patch fungus. Tissue samples are analyzed on a frequent basis to determine any fertilization requirements.

Of course six acres of Tifdwarf sod is not solely for my use on the golf course (What a shame!). It is available for purchase by the owners here at the club. I can vouch for the quality and purity of this sod since we have constructed a new putting green and two chipping greens from the same sprigs. It is an excellent strain with which any superintendent would be proud to have on his or her greens.

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Turtle Ridge is an Exclusive Challenge

BY TIM KILPATRICK

*Executive Vice President
The Kilpatrick Company*

Turtle Ridge is the most exclusive new golf club in the world. Membership is by invitation only and there is technically only one member and only one hole at this new golf club.

The Kilpatrick Company set out to design and build a new headquarters facility for distribution of irrigation, landscape and turf equipment products in South Florida, the Caribbean and Latin America.

Because a good amount of its total business is golf-related, the company decided to build a single par-3 golf hole on the grounds of The Kilpatrick Building.

"It allows us to test products; train our people; and demonstrate our products," commented Harold Kilpatrick, Sr., president of The Kilpatrick Company.

"And we can go out and play some, too."

The new facility has many state-of-the-art features including a water filtration and recycling wash down system that assures that no contaminated water will drain off and a 1/4-acre natural preserve planted in Florida slash pines on the beautifully