

Know Your Host Superintendent . . . by Lee Huang

Fred Mays is a native Californian who was born not very far from the place where he is now superintendent. Fred saw the light of day in San Jose. However, by the age of 6 his family moved to Sebastopol where he grew up and went through high school. After school he did a stint with the US Marines, then he returned to California. This time he was at the other end of the State, Palm Springs to be exact, where he found work on the O'Donnell Golf Course under the supervision of superintendent Kilpatrick. With that much Irish and blarney, you can be assured that golf course was green. Anyway, this first experience with a golf course must have left a good impression on Fred since he stayed with golf courses ever since, even though he did move around a bit. Around 1959 about 2 years after he first started working for O'Donnell Golf Course he got a hankering to go back to good old Sebastopol, and was lucky enough to get a job with Aubrey (Doc) Babson, who was at the helm of the Marin Golf & C.C. Fred stayed with Doc for about 2 years. During that time he got an all-around training in golf maintenance. His wife, however, was from the Southland, and she had a hankering for the good old orange blossoms, so down South Fred went again. This time he ended up in the Indio region on the Indian Wells Golf Course. He stayed there only a year, then came back up North, this time to the Santa Rosa Golf Course. Fred got his chance to become a superintendent with the building of Oakmont Golf Course. He came on as the construction superintendent during the building of the second nine. He remained at Oakmont as the superintendent for about 2 years, and then moved to his present job at the Peninsula Golf & C.C. in San Mateo. Apparently Fred has done enough travelling for awhile. He has been with this club now for 6 years. The Mays family resides on the grounds of the Peninsula C.C. and consists of wife Sandra, and their two boys Trent 7 and Troy 2

THE PENINSULA GOLF & COUNTRY CLUB is one of the older ones in the bay area. Originally it was started in 1912. It was then known as the Bearsfert Country Club. The name changed to the present one around the 30's. The original lay-out has been modified many times, and changes are still being made. Fred has been reshaping many of the tees and traps, and has renovated and remodelled several greens. Since 1968 the courses irrigation system has been modernized to a full automatic system, utilizing Febco heads and Griswold valves and controllers. Water for this system is purchased at great expense from the California Water Service. This is potable water. This water comes to a 10,000 gallon tank located in the service yard. From here two booster pumps pump it into two redwood holding tanks with a combined capacity of 550,000 gals. These tanks are located on a hill to give the system the advantage of gravity flow. Even then there are still booster pumps to give the system the required performance for which it is designed. Fred complains

about the one thing which a lot of superintendents around the Bay area have to contend with--heavy adobe soils and subsequent poor drainage. I guess we all have a cross to bear, Fred. Just don't give up. For you who don't know Fred, make it a point to look him up and chat with him. I found him a joy to talk to, I am sure you will too.

ROSSMOOR ~~/~~ GOLF CART PATHS
by George C. Dye, Sr. Superintendent

To begin with let me give you some statistics
Number of rounds in 1970 91,600
Number of golf cart rounds 28,080 - 80% Private carts
Picture in your mind if you can a golf course created for this many old people. People all over 50 years of age, some that have heart problems others with physical defects that won't permit them to walk any distance and you can begin to imagine some of the other than normal maintenance problems that can be created in this situation.

The majority of the older golfers slice rather than hook the ball, for this reason I had to design the cart paths so they would be able to reach the ball with the least amount of walking possible--to benefit them physically and speed up play.

Most of the paths are centered between the center of the fairway and the right rough. Each hole had to be designed individually, so as to keep the golfers as close to the prime hitting areas as possible, and still not interfere with their golf game. I had to study the play patterns on each hole, so as to determine which areas of the fairway got the most play, then design cart paths accordingly--some cross in front of the tee, others cross 75 to 100 yards in front of the green, this only on the 5 pars or long four pars.

None of the paths are straight, to make them more pleasing to the eye.

The spec's for the paths are fairly simple for economic reasons. They are--Removal and disposal of the sod and soil. To construct cart paths rototill lime into the top 6" of subgrade to the width of 6 feet 6 inches - compacted to 90 to 95% the same as street construction spec's for compaction. Fill with asphalt 4 to 6 inches deep. The cement spec's are--gravel and lime rototilled into the top 6" of the subgrade compacted 90 to 95% with 2x4 forms. Bids were:

	ASPHALT	CEMENT
Maximun bid approximately	\$24,000	\$55,000
Minimun bid approximately	\$16,500	\$43,500

This is for 12,000 lineal feet

I hope this helps someone keep them on the paths.

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GOOD WORDS FALL ON DEAF EARS BECAUSE THEY OFTEN ENTER EMPTY HEADS