

## **BILL KURTZ**

### **USCGC POINT LEAGUE (WPB-82304) – Oct67 to May68 – Relieved by Helman**

#### **October 24, 2018 - Carl Helman E-mail to Bill Carr**

I finally matched up with Don who seemed very nice but said Bill never really talked about VN and that they were never really close until he moved down to FL then they went out together sometimes and talked mostly about real estate buying & selling.

He did say after I asked again about anything Bill might have said related to Vietnam that Bill did say that they got shot at once from the shore in the Me Cong river.

#### **April 2, 2018 – Walt Viglienzzone E-mail**

So Carl Helman probably relieved Bill Kurtz on the PT LEAGUE and then Bill Norris relieved Carl when he went on Emergency Leave.

#### **July 20, 2017 – Dick Chapman E-mail to Bill Carr**

Bill, I do have a story about Bill Kurtz. We were stationed in Cat Lo, VN, together. He on the POINT LEAGUE (I think) and I on the POINT HUDSON. Many years later, approximately 1989, I was dating a lady in DC and we went to the Outer Banks, NC for four days. She had never been to a Coast Guard station, so I took her down to the station at Oregon Inlet.

I was speaking with the petty officer at the front desk when I heard a booming voice from the office down the hall telling the petty officer to escort me back. I walked in and there sat a rather large BMCM who said he recognized my voice from Cat Lo (wow-could have knocked my socks off). We chatted and he finally asked me whatever happened to that whacky guy LTJG Kurtz. He was sure he wouldn't amount to much because he violated all the rules and didn't go by the book (you do remember that Bill was deep selected for LCDR).

I sensed by further conversation that he had many head shaking moments as a result of Bill's antics. I remember visiting Bill's boat, and he was very proud of the great job he did painting his chiffonier. He painted every drawer a different color.

I'm guessing this is just one of the many things that drove the BMCM crazy. I had the good fortune of accompanying Bill "downtown" to the many hot spots of Vung Tau. Of course, what happens in Vung Tau stays in Vung Tau.

## **June/July 2017 – Alumni Bulletin**

...about 10 years ago Bill Kurtz became a world traveler with several visits to Phuket, an island just south of Thailand. He went back for three months after a disastrous tidal wave and actually built a small house there for a local family.

Bill served in Vietnam as CO of the Point League out of An Thoi from October of 1967 through May of 1968. His tour was cut short with his selection to go to MIT for post-graduate studies which changed to the Air Force Technical Institute - having something to do with Nixon instituting the draft.

Bill said he had a 4.0 crew while in-country Vietnam. He would not disclose any significant combat action while in Nam except for an infiltration operation by the Navy (maybe a Seal team) above Cam Ranh Bay where the whole operation came under fire from the shore line. He recalled seeing bullets circling each of the landing team in the water but no one was wounded when all was said and done.

## **Coast Guard Awards and Medals Board – List of CG Units Coming Under Hostile Fire**

**August 30, 2004**

**Encl. (16) to COMDTINST 650.25b MEDALS AND AWARDS MANUAL**

**POINT LEAGUE – 6 Mar 68**

## Bill Carr

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**From:** Bill Carr [bill@getrain.com]  
**Sent:** Thursday, October 25, 2018 8:30 AM  
**To:** 'Carl Helman'  
**Cc:** 'Bill Riley'  
**Subject:** RE: Attached Image

Thanks Carl. See you soon....Bill

**From:** Carl Helman [mailto:HELMAN@msn.com]  
**Sent:** Wednesday, October 24, 2018 7:07 PM  
**To:** Bill Carr  
**Cc:** Bill Riley  
**Subject:** Re: Attached Image

I finally matched up with Don he and his wife were driving and requested I call back after 5pm. I did twice and never got him to answer I left a message once. I thought that once he knew I was CG that he would not talk after what you said. However, he returned my call and seemed and apologized for missing earlier calls since cell phone was in other room. Don seemed very nice but said Bill never really talked about VN and that they were never really close until he moved down to FL then they went out together sometimes and talked mostly about real estate buying & selling. He did say after I asked again about anything Bill might have said related to a big happening etc. Don said Bill did say that they got shot at once from the shore in the Me Cong river.

Bill R. Don and wife are in FL. He finally sold the last of the 2 houses in foreclosure as a short sale. He is hoping to finally get finished with probate. You may be able to match up with him now that he is in FL.

I did not ask about his address or news letter. Bill R said he thought the address in class list was Don's.

Carl

Sent from my iPad

On Oct 24, 2018, at 9:59 AM, Bill Carr <[bill@getrain.com](mailto:bill@getrain.com)> wrote:

Carl - That is a good question. I think Bill Riley would know as he talked with Don Kurtz after Bill passed.

Would you mind calling Bill Riley to see if he does know and also to get the address for Don who, by the way, doesn't want us to be e-mailing him. We may wind up just with Don's telephone number in the contact list.

Thanks Carl...Bill

On Wed, Oct 24, 2018 at 6:10 AM Carl Helman <[HELMAN@msn.com](mailto:HELMAN@msn.com)> wrote:

Bill, where does Don live? Wondering about time zone for when I try to call him.  
Carl

Sent from my iPad

> On Oct 23, 2018, at 8:51 PM, Bill Carr <[bill@getrain.com](mailto:bill@getrain.com)> wrote:

**Bill Carr**

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**From:** Bill Carr [bill@getrain.com]  
**Sent:** Thursday, July 20, 2017 3:01 PM  
**To:** 'Richard'  
**Subject:** RE:

Thanks SO much Dick. Glad to have the memory..

I'm doing very well ...thanks for asking. I will give you a call on down the road especially regarding your POINT HUDSON command – if you wouldn't mind.....Bill

**From:** Richard [mailto:chap65@verizon.net]  
**Sent:** Thursday, July 20, 2017 2:53 PM  
**To:** bill@getrain.com  
**Subject:** Re:

OCT 67 - MAY 68

Bill, I do have a story about Bill. We were stationed in Cat Lo, VN, together. He on the POINT LEAGUE (I think) and I on the POINT HUDSON. Many years later approximately 1989, I was dating a lady in DC and we went to the Outer Banks, NC for four days. She had never been to a Coast Guard station, so I took her down to the station at Oregon Inlet. I was speaking with the petty officer at the front desk when I heard a booming voice from the office down the hall telling the petty officer to escort me back. I walked in and there sat a rather large BMCM who said he recognized my voice from Cat Lo (wow—could have knocked my socks off). We chatted and he finally asked me whatever happened to that whacky guy LTJG Kurtz. He was sure he wouldn't amount to much because he violated all the rules and didn't go by the book (you do remember that Bill was deep selected for LCDR). I sensed by further conversation that he had many head shaking moments as a result of Bill's antics. I remember visiting Bill's boat, and he was very proud of the great job he did painting his chiffonier. He painted every drawer a different color. I'm guessing this is just one of the many things that drove the BMCM crazy. I had the good fortune of accompanying Bill "downtown" to the many hot spots of Vung Tau. Of course, what happens in Vung Tau stays in Vung Tau.

Not much of a story but it is all I could come up with. Feel free to condense or discard.

Hope you are doing well. Feel free to give me a call any time if you want to chat.

Chap

KURTZ 67

USCGC POINT LEAGUE  
COAST GUARD DIVISION 13  
FPO SAN FRANCISCO 96622

12 December 1967

Dear Commander & Mrs. High,

Please excuse the formality of the typewriter, but the South China Sea is raising a flurry again this evening, and handwriting would be near impossible.

It sure was a pleasure to receive your holiday greetings again, along with your letter and Class roster. I know that it must take a considerable amount of time to correspond with all of us each Christmas time, but I, along with 113 others I'm sure, really enjoy hearing from you each year.

Well, I won't write a long-windy letter as I did last year. I guess I was just in a bad "SAR" mood. It's just that I consider SAR and Coast Guard synonymous, and it seemed like we were doing so little experimentation and improvement in the field. I suppose, however, there is a lot going on that I don't know about. As to not immediately replying to last year's letter, I can well understand how you packed it away with the rest of the letters - as I seem to be doing that more and more all the time. Thank You for all the advice about SAR and SAR billets - however, I guess the Coast Guard has something else in line for me...

As you mentioned I was only on the ROSIER about 5 and a half months. This I expected for I received a letter in March that I had been selected for postgrad in Calendar year 1968. I figure by this that I'd either be on the ROSIER a year and a half and miss Vietnam, or else be on for just about 6 months, and go to Vietnam. Guess the COMMANDANT decided the latter would be better - for here I am. I did receive a wonderful letter a few weeks back stated that I was accepted at MIT for Electrical Engineering training classes commencing June 1968! I guess you can imagine how happy I was, and am. EEE was my second choice, but Harry Cappel '64 will be going to ENG PHYSICS. About ten of us in '65 will be going to postgrad a year early. If I remember some of the names - Frank Johnson, Mike Koloski, Bob Offutt, Wayne Becker, and Dave Amos.

So I will have another "short" tour as I should leave in May after only seven months. However, except for being away from Anne and Jon I think this tour is the best I've ever had. It's "where the action is" - and we do get a lot of it.

The POINT LEAGUE is a great boat - both appearance wise and personnel wise. I had nothing but crew personal problem after problem on the ROSIER, but it's just the opposite here on the LEAGUE. My complete crew right down to the FA and SA are all 4.0. Everybody gets along well with everybody else and there is no friction whatsoever. I guess you can imagine what a happy feeling this is.

Both my XO and myself get along very casually with the crew, but when we're serious they know it. They never take advantage - and we are really like one happy family - and work together as a team. Since I've been here we've boarded about 200 junks and inspected about 1000. We've taken a few detainees (draft dodgers and deserters) have had about 10 NGFS missions, have blown up one beached enemy sanpan, and had several beach illumination missions for the army. The last one we had was a real success, with Army taking 4 POW and killing 6 VC. They told us later that they probably would all have been 8 foot under now if it hadn't been for our illumination!!

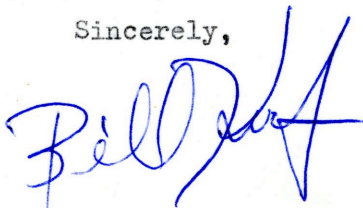
The seas are very rough now with the NE monsoon here till March. We normally stand 4 to 5 day patrols, with 2 to 3 days in. I'm keeping real busy and time has been flying by - almost 3 months in-country already. Hope to take Hawaii R & R with Anne in February for our second anniversary.

Anne and Jon are both fine. Anne received her teaching degree last January, so is anxious for Jon (and ~~Laura~~ Laura - our next one) grown up so she can teach. By the way, Laura is still just a gleam in my eye. She is living just 20 miles from her folks in Escondido California. Jon has been a little slow crawling, walking etc., but appears healthy and happy. However, he's just a year old now and he can push his little stroller all around the room walking behind it. We won't know for sure for a few years now if he had any permanent brain damage, but as long as he's happy, I guess that's what is important. He's a real "monster" and giggler and ~~is~~ just loves company so he can "show off".

Well, here I go getting "windy" again so will close now.

I am glad to hear that your whole family is doing so well, and I hope you all have a wonderful and happy holiday season together.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bill". The signature is stylized and somewhat cursive, with a large initial "B" and a long, sweeping tail.

Kurtz 66

8 December 1966

Dear Commander and Mrs. High,

It was very nice to hear from you again. Both Anne and I want to wish you a very Merry Christmas and happy holiday season. I hope you are enjoying your new home in Mobile. "Azalea" Road sounds like a really pretty spot. Guess I missed your orders in the Navy Times, as I did not know that you had left Savannah.

I'm glad to hear that you are enjoying your new duty station in Mobile. Guess that is really an ideal spot for a CG AIRSTA and I'm sure that all the SAR in the Gulf will keep everybody pretty busy. I have just returned from a 90 day patrol - Double VICTOR - with stops in Honolulu, Midway, and Yokosuka, Japan. The trip was a very pleasant one, except that, of course, it was toooo long. Prior to the VICTOR, we had that one week search for General Stilwell's plane. The search and just about all aspects went well, but nothing was ever found. We controlled about 8 to 14 CG, AF, and Navy aircraft every day. Of course, it was just "loose", not coordinated, control. We had to assign search areas, altitudes, get state reports, area covered, POD, etc.. As I was CIC Officer, I was pretty directly involved with everything. My RDC and myself stood six-on, six-off, during the whole search - as you can imagine, quite abit of experience was gained.

Anne gave birth to a 6 lb 12 oz son, Jon Dennis, on the 11th of November. We are, however, having some problems with Jon. At about 1 week old, he had a large, blood clot removed from his tummy. The operation appeared a real success, as they were able to remove the clot completely, and did not have to cut out any parts of his body (ie. Liver, Kidney). About three days after the first operation, when they tried to stomach feed him, his tummy puffed up so they had to take him into surgery again. This time they did have to cut out about a foot of intestines - which just didn't survive the first operation. He appeared well after this, and seemed to be passing food well. However, again last weekend ~~they~~ he puffed up again, so they took him back into surgery. The doctors were very pessimistic this time. None of the operations were really dangerous, but just the fact that they are "major surgery" and Jon is so young, makes them dangerous. Antibiotics which they have to give the baby to prevent infection tend to slow down the healing process. In the third operation, they discovered an incision which hadn't healed properly and had allowed fluid to flow where it shouldn't be. They fixed this up and he seems to be doing remarkably well. Jon appears very strong and is very healthy looking - and the doctors think that this strength has pulled him through everything okay. So again we are praying and hoping. I just called the hospital, and they will begin feeding him again today, so we hope he is now finally in the recovery stage. Except for a few tears when things have really looked bad, Anne has taken everything remarkably well. This makes me very happy, of course. All the Doctors at the Naval Hospital have been really wonderful, and Jon is still receiving 24 hour care.

As to my Maui, Hawaii, orders. If things look bad, I might have to try to get a delay in reporting. Now am scheduled to leave CONUS on Dec 29th. If the Navy feels that Jon should have service medical care for quite a long period of time, we will have to get the orders to Maui cancelled. Anne and I are both very excited about the Hawaiian orders, But of course Jon comes first. I'm sure that everything will work out all right one way or the other.

We are a little luckier than you in seeing old classmates. In Alameda, everyone going to Pacific Loran, Hawaii, and Viet Nam comes thru for processing. Also the DC School for West coast engineering types is right here on Treasure Island. We had a little party at Marty Hoppe's last week, and Teeson, Cox, Rufe, and Zanolli showed up. Have probably seen about 40 of '65 since coming out here. Making JG tomorrow, and we are having a "wetting down" party at the O Club on the 16th. There will be 17 of us from CGA or the Reserve class of '65.

I might explain here that my wife's name is Sharon Anne, and she goes by "Anne" - in case I confused you by the name. I also am now using my middle name "Bill", as I like the name William. Guess it is kind of confusing???

I have learned alot on the TANEY. I am very interested in SAR and D & R, and trained continuously all my RDs and SOs in all aspects of the subject. I feel that SAR is the Coast Guard. Combat, Battle Problems, etc., are "nice" but SAR and Coast Guard should be synonomous. I really feel that SAR should be expanded. The beginning of that SAR school in New York is definitely a step in the right direction. However, I personally feel that a month is just too long. I am not trying to say that you could not fill a month with SAR, but just the fact that it is a month will discourage many Junior Officers as well as their Commanding Officers from the school. For West coast people, with travel time, etc., the ~~ses~~ person would have to be away from his ship for about six weeks!! This is just too long. My suggestions would be to (1) ~~imnourage~~ Have a SAR school on the West Coast as well as the East (2) develop a cursory SAR course - maybe two weeks long- so that 80 or 90% of all deck officers could attend. This, in MY opinion, is needed! Alot could be learned in two weeks - about 60 to 70 hours -, and a great percentage of Deck Officers could attend a two week course. I think one big mistake the Coast Guard often makes is that "Pilots are the only people concerned with SAR". I have seen this in this district. I have read Capt Waters new SAR Book, and found it very interesting. But, and it is obvious, he really considers pilots the only SAR people in the CG - Even tho he did write a good chapter on Ocean Station Vessels and ditching.

As "pilots", or the CG air arm, are really the persons who hold the High district, area, and HQ jobs concerning SAR, I feel that they have dropped the ball in one aspect. This is the SAR MANUAL. I took the CG SAR course, and this course used supplements which in themselves, often ~~are were~~ quite a bit better than the MANUAL. It really needs updating, revision, addition of new concepts, etc., etc.. I would be interested in your comments on the subject if you could find time to write. A/C EMERGENCY PROCEDURES OVER WATER is very, very, outdated, but I have heard that this book is now in the process of complete revision. I was thinking of making up a revision to "308" and sending it in as a suggestion, but I just don't have information available, as the higher ups would have, regarding new procedures, drift statistics, etc. I did ~~just~~ put in a five page suggestion regarding revision of the Junior Officers Education program. This took me nearly five months to prepare - so I am familiar with the difficulties in suggesting and revising. However, if nobody does any suggesting, nothing will get accomplished.

Well, I really hope I haven't burned your eyes up with all this writing (Guess you have figured out that I'm still a "hunt-n-peck" typist). I sincerely hope that you don't interpret my little "SAR writings" as a degradation of pilots - for it was not intended as that. I will admit, that the air arm is primarily concerned with SAR, thus gaining the most experience and knowledge of the subject. It's just that my feelings remain - that SAR should be expanded, and all "ship types" be educated thoroughly in the subject.

Again, Both my wife and I hope that you and your whole family have a very happy holiday season.

Sincerely,

Bill King

PS. Commander, I have one more thing that I would really appreciate your advice on if you can find time to write. After the 95' on Maui, I will (probably) go to Viet Nam for my one year tour. I should have one more tour after that before Post Grad School (I am trying for the 3 year course Engineering Physics at Rochester University). I have been told that after Viet Nam, they usually will send you to a shore billet of your choice. I am very interested in getting a SAR type billet. I think RCC is good, but not the best. I have done some looking around the district and discovered WESTAREA AMVER. However this office has only a Commander & RELE, and they are more or less just liaison between the shipping firms and the Coast Guard - so I guess that idea is out. With your experience, and I'm sure that alot of it has involved SAR, I would appreciate any advice you could give me as to what billet(s) would be choice SAR ones. Thank You again Sir..

SAR System Branch sDec 67

Flag Plot

Called  
Denny  
Muir  
HQ

Engineering Physics - selection in Dec or 67  
Final. 1965  
Jan 1968 for 1970 May be considered  
again next year.

Kurtz

FRIDAY  
17 December 1965



USCGC TANNEY (WPG-37)  
U.S. COAST GUARD BASE  
*Government Island, Nacoma, California*

Dear Commander and Mrs. High,

All of us aboard the "TANNEY" ~~were~~ were very pleased to receive the cards and letters from Mrs. High and yourself. Seeing that we are 'poor' Ensigns, we have decided to write a joint letter and send one card. I'm sure that you will understand.

I'm glad to hear that you enjoyed Quebec - I have both times I've visited there. Of course, with myself being a batchelor, and since the girl/ boy ratio is about seven to one.....! I really enjoyed being an Academy Summer Ensign this summer. We had a busy work day with Lt. Welling as our 'boss', but we also had alot of free times and weekends to just relax. Lt. Sipes, D Company, has been writing to me and told me about the new summer program. It sounds like a good one. I made the short cruise as Assitant Commandant of Cadets on the UNIMAK. Had a good time both aboard and in Bermuda.

I left the Academy on about the 8th of September ready for my long journey out West. I was lucky to have a rider with me all the way out. Arrived home in Chicago Thrusday morning, planning on sending a few days with the family. Just about two hours later I received a telegram from the TANNEY informing me that I had orders to go to ASW/CIC school. San Diego, classes commencing Monday. Well, that did necessitate my 'time at home' cancelled, but Friday I was on my way.

Spent 4 weeks in CIC school and 3 weeks in ASW school. Did learn alot which is helping me now as ASW/CIC Officer aboard. Also met a fine girl down there who might turn out to be my wife in a couple of years (after RONONE). She is coming up for a few days at Christmas time, so my holidays won't be so lonely - being away from home.

I really like the GUARD and especially the TANNEY. Capt Frick is CO, and CDR. Stewart (your classmate) is XO. Lt Reid is my boss as OPs. Larry Greif is a student engineer doing real well, and Marty is LST Lt and gunnery Officer. Larry is now engaged to a very nice girl, and he just bought a Jaguar XKE.

Yes, Commander, I'm getting along OK without an IBM 1620, but sure could use one aboard.

I do feel that the Academy prepared me well for actual service in most aspects. One big thing that I feel just wasn't covered is ENLISTED PERSONNEL. I really had no idea what "Military Requirements", "Practical Factors" etc etc were when I came aboard. I feel we could have been taught this "clerical" type information in our management classes.

I'm glad to hear that you and the family are enjoying Georgia. Also that you are able to get all that flying time in. Best wishes from all of us in the comming years.

Sincerely,

*Dennis Greif*