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HisDiv, HQMC: ComdC for MAG-36 for Jan-Jun 74 p. 6

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"(C) MAG-36 supporting the contingency "Eagle Pull, "Exercise Flyaway" and "Exercise Kangaroo I", in addition to home based operations flew a total of 17, 385.0 hours during the reporting period."

"(S) Operation "Eagle Pull" surfaced early in the reporting period when on 19 January HMH-462 was placed on ready posture and the USS Okinawa sailed for the Gulf of Siam. While on ready posture, contingency related training was emphasized and the ALE-29 installation was completed. With the relaxation of the response time on 9 January, the USS Okinawa sailed for Subic Bay, Philippines."

[THERE IS MORE MATERIAL ON THIS UNIT AS DEDICATED TO EAGLE PULL IN THIS COMDC]

[SEE ALSO P.6 OF PREVIOUS 6 MO. COMDC ]

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24 Mar 1975

HMH-463, 1st MarBde, with 16 CH-53D began embarkation aboard USS Hancock (CVA-19) on 24 Mar 75. (Various Msg traffic (S)).

MCCC NOTE: USS Hancock with HMH-463 embarked will depart Pearl Harbor on or about 26 Mar 75 for Subic Bay, R. P., ETA to be determined.

MCCC, ISI, 25 Mar 1975

(S)

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HEADQUARTERS  
REGIMENTAL LANDING TEAM 4  
9TH MARINE AMPHIBIOUS BRIGADE  
FLEET MARINE FORCE PACIFIC  
FPO SAN FRANCISCO 96602

2/TKG/cfe  
3800  
26 April 1975

From: Intelligence Officer  
To: Commanding Officer

Subj: River routes of Egress/E&E from DAO Compound area

1. The most likely route for waterborne surface extraction is by moving east from Tan Son Nhut to pick up the rail line which crosses the Saigon River abreast of QL-1.
2. Any other means of heading to the river would entail efforts to bypass the city. Any effort to move through the city in such a situation would be futile, as units would be overwhelmed by masses of panic frenzied crowds, and individuals would be obvious and could likely be subject to anti-american acts from the mobs.
3. Consideration should be given to other LZ sites in an alternate type plan. The Quan Doi Soccer Field is located 1000 meters south of the DAO compound. This area could be facilitated, using air activity at DAO as a diversion, should that area become untenable.
4. The use of Newport Pier should not be ruled out, even though possibilities appear remote. Forces evading by movement on the river could look for the potential of helo extract from this area. Overland movement to Newport could be nearly impossible due to panic in the city, and gravitation of potential evacuees to Saigon river front areas.

T. K. GRIFFIN

Declassified by the Director of  
Marine Corps History and Museums  
in accordance with the provisions  
of CMO ltr Ser 009D323/232068 of  
21 Feb 1979

Signature Date 5/12/86

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1. PORT FACILITIES SAIGON. ALTHOUGH SEVERAL PIERS ARE LOCATED IN SAIGON, ONLY THE NEWPORT FACILITY, LOCATED ON THE NORTHEAST EDGE OF SAIGON (10472N-106436E (XS888930)) IS BEING CONSIDERED FOR USE. ITS FACILITIES INCLUDE ONE 500 FOOT PIER, THREE 600 FOOT PIERS, A 720 FOOT PIER USED FOR ROLL ON/ROLL OFF VESSELS, AND AN LST RAMP, CAPABLE OF BERTHING TWO LSTS SIMULTANEOUSLY. THE LST BERTHS ARE PERPENDICULAR TO THE RIVER FLOW, REQUIRING BERTHING AND UNBERTHING TO BE CARRIED OUT AT SLACK WATER BECAUSE OF THE CURRENTS. ALL NEWPORT PIERS ARE DREDGED TO 36 FEET AND CAN ACCOMODATE SHIPS TO 565 FEET. A TURN BASIN HAS ALSO BEEN DREDGED TO A DEPTH OF 36 FEET. ADDITIONALLY 15 PAIR OF MOORING BOUYS ARE LOCATED ALONG THE RIVER. SHIPS ARE GENERALLY TURNED BEFORE MOORING, AND ARE MOORED WITH THE BOW DOWN STREAM.

2. RIVER CHANNELS. THE DEEPEST AND BEST MARKED CHANNEL TO SAIGON IS THE LONG TAU CHANNEL. THE CHANNEL ENTRANCE IS AT MUI VUNG TAU (10191N-107052E (YS 285413)) FOURTY SIX NAUTICAL MILES SOUTHEAST OF SAIGON. THE CHANNEL HAS BEEN DREDGED TO A DEPTH OF 31 FEET. MAXIMUM HIGH WATER DRAFT IS LIMITED TO 25-29 FEET, DEPENDING ON THE SEASON. VIETNAMESE RIVER PILOTS ARE REQUIRED FOR EVERY TRANSIT. THE MAXIMUM SPEED PERMITTED IN THE CHANNEL IS 15 KNOTS, BUT PROBABLY IS NOT PRACTICAL FOR THE ENTIRE TRANSIT. TRANSIT TIME FROM MUI VUNG TAU TO SAIGON IS FOUR TO SIX HOURS. A SHARP BEND IN THE CHANNEL AT POINTE DE D'EST (10347N-106504E (YS013700)) LIMITS THE LENGTH OF SHIPS TO 665 FEET. MANY OF THE NAVIGATIONAL AIDS HAVE BEEN DESTROYED ALONG THE CHANNEL.

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HEADQUARTERS  
REGIMENTAL LANDING TEAM 4  
9th MARINE AMPHIBIOUS BRIGADE  
FLEET MARINE FORCE PACIFIC  
FPO SAN FRANCISCO 96602

2/TKG/trs  
3800  
27 APRIL 1975

FROM: INTELLIGENCE OFFICER  
TO: COMMANDING OFFICER

SUBJ: INTELLIGENCE ESTIMATE ON ROAD EGRESS ROUTES FROM SAIGON

REF: MAPS: SERIES L7014 SHEETS 6329I, 6329IV, 6330I, 6330II, 6330III,  
6330IV, 6429I, 6429IV, 6430III

1. THERE ARE FIVE PRIMARY ROAD EGRESS ROUTES FROM SAIGON. THESE ROUTES WILL BE EVALUATED IN THIS REPORT TO INCLUDE CHECK POINTS, CHOKE POINTS, AND KNOWN HLZS. ALL ROUTES WERE STUDIED WITH REGARD TO LEAVING THE VICINITY OF TAN SON NHUT AIRPORT, AND REACHING THE SOUTH CHINA SEA, OR A WATER ROUTE IN CLOSE PROXIMITY.

2. EGRESS ROUTE #1

- A. THIS ROUTE BEGINS AT THE NORTHEAST END OF TAN SON NHUT AIRPORT AND TL 15 (CHECK POINT #1 XS841970).
- B. SOUTH 800M ON TL 15 TO PHAN THANH GIAN STREET (CHECK POINT #2 XS845963).
- C. SOUTHWEST 200M ON PHAN THANH GIAN STREET TO QUANG BINH STREET (CHECK POINT #3 XS844961).
- D. SOUTHEAST 1,700M ON QUANG BINH TO BUONG BACH BANG/BUON HANG SANH STREET (CHECK POINT #4 XS862944).
- E. SOUTHEAST 1,200M ON BUON HANG SANH STREET TO HUNG VUONG STREET (CHECK POINT #5 XS875945).
- F. SOUTH 200M ON HUNG VUONG STREET TO ROUTE 316 (CHECK POINT #6 XS875942).

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G. EAST 6,400M ON ROUTE 316 TO A SECONDARY ROAD LOCATED AT XS922948 (CHECK POINT #7 XS922948). NOTE: CHOKE POINT #1 IS LOCATED ON ROUTE 316 AT THE SONG SAIGON (XS891940). LZS IN THIS AREA ARE AT NEWPORT PIER (XS888930) AND SAIGON COMMISSARY (XS886936).

H. SOUTH 1,700M ON THE SECONDARY ROAD TO LTL 25 (CHECK POINT #8 XS919934).

I. SOUTHEAST AND EAST 26,000M ON LTL 25 TO QL 15 (CHECK POINT #9 YS143913). NOTE: CHOKE POINT #2 IS LOCATED ON ROUTE LTL 25 AT THE SONG NHA BE, CAT LAI (XS961893).

J. SOUTHEAST 42,000M ON QL 15 TO LTL 23 (CHECK POINT #10 YS383607). NOTE: LZS IN THIS AREA ARE AT THAM THIEN (YS223813), PHU MY (YS230777), ANDXA PHUOC LE (YS383622).

K. SOUTH 19,000M ON QL 15 TO SAN BAY AIRPORT, VUNG TAU (CHECK POINT #11 YS300473). NOTE: CHOKE POINT #3 IS LOCATED ON QL 15 AT SONG CO MAY (YS379571), AND AT A TIDAL STREAM (YS370540). LZS IN THIS AREA ARE AT SAN BAY AIRPORT (YS300473).

3. EGRESS ROUTE #1A

A. PARAGRAPH 2A, B, AND C APPLY.

B. SOUTHEAST 400M ON QUANG BINH STREET TO QL 1 (CHECK POINT #4A XS847960).

C. NORTHEAST 5,000M ON QL 1 TO THE RAILROAD TRACKS AT XS914987 (CHECK POINT #5A XS914987). NOTE: CHOKE POINT #1A IS LOCATED ON QL 1 AT THE SONG SAIGON (XS873969). LZ IN THIS AREA IS AT THE SAIGON PACKING HOUSE (XS874960).

D. SOUTHEAST 1,000M ON RAILROAD TRACK TO A SECONDARY ROAD AT XS923979 (CHECK POINT #6A XS923979).

E. SOUTHEAST 1,000M ON THE SECONDARY ROAD TO ROUTE 316 (CHECK POINT #7A XS931974).

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F. 4,000M ON ROUTE 316 TO CHECK POINT #7 (DESCRIBED IN PARAGRAPH 2G ABOVE).

G. PARAGRAPH 2G, H, I, AND J APPLY.

H. SOUTHEAST 11,000M FROM QL 15 ON LTL 23/TL 44 TO LONG HAI (CHECK POINT #11A YS437506). NOTE: LZS IN THIS AREA ARE AT YS433510 AND YS449493.

4. EGRESS ROUTE #1B

A. PARAGRAPH 2A, B, C, AND D APPLY.

B. WEST 300M ON DAI LO CHI LANG STREET TO QL 1 (CHECK POINT #5B XS859943).

C. SOUTH 1,200M ON QL 1 TO DAI NINH TIEN HOANG/DAI LO CUONG DE (CHECK POINT #6B XS858930). NOTE: CHOKE POINT #1B IS LOCATED ON QL 1 AT THE RACH THI NGHE (XS858933). LZS IN THIS AREA ARE AT THE SAIGON SOCCER FIELD (XS864927) AND THE U. S. EMBASSY (XS863921).

D. SOUTHEAST 1,400M ON DAI LO CUONG DE STREET TO BEN BACH DANG/BEN BANG STREET (CHECK POINT #7B XS871919). NOTE: LZ IN THIS AREA IS AT THE SAIGON RIVER PAD (XS871915).

E. SOUTH 1,400M ON BEN BANG STREET TO THE BRIDGE AT KINH BEN NGHE (CHECK POINT #8B XS869907).

F. SOUTHEAST 700M FROM BRIDGE ON BUONG TRINH MINH THE STREET TO BUONG TON BAN STREET (CHECK POINT #9B XS872899). NOTE: CHOKE POINT #2B IS LOCATED ON BUONG TRINH MINH THE STREET AT THE KINH BEN NGHE (XS869907).

G. EASTSOUTHEAST 2,100M ON BUONG TRINH MINH THE STREET TO BUONG KHO 18 AND LTL 15 (CHECK POINT #10B XS894890). NOTE: CHOKE POINT #3B IS LOCATED ON BUONG TRINH MINH THE STREET AT THE KINH TE (XS885892).



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H. SOUTH 9,000M ON LTL 15 TO THE NHA BE LIGHTHOUSE (CHECK POINT #1 XS936803). NOTE: CHOKE POINT #4B IS LOCATED ON LTL 15 AT THE RACH DOI (XS904834).

5. EGRESS ROUTE #2

A. THIS ROUTE BEGINS AT THE SOUTHWEST END OF TAN SON NHUT AIRPORT AND QL 1 (CHECK POINT #1 XS791950).

B. SOUTH 700M ON QL 1 TO HUONG LO STREET (CHECK POINT #2 XS794942).

C. SOUTH 600M ON HUONG LO STREET TO ROUTE 236 (CHECK POINT #3 XS795935).

D. SOUTH 4,600M ON HUONG LO STREET TO QL 4 (CHECK POINT #4 XS794890).

E. EAST 2,200M ON QL 4 TO LTL 5A (CHECK POINT #5 XS817890).

NOTE: LZS IN THIS AREA ARE LOCATED THE SAIGON RACETRACK (XS815904) AND THE SAIGON SOCCER STADIUM (XS823896)

F. SOUTH 23,000M TO ROUTE 229 (CHECK POINT #6 XS786670).

NOTE: CHOKE POINTS #1 IS LOCATED AT THE KINH TAU HU (XS819884), #2 IS LOCATED AT THE KINH DOI (XS814877), #3 IS LOCATED AT THE RACH CAN GUIOC (XS815775), AND #4 IS LOCATED AT THE RACH CAU TRAN (XS830740), ALONG LTL 5A.

G. EAST 12,000M ON ROUTE 229 TO THE SONG NHA BE AT XS909643 (CHECK POINT #7 XS909643). NOTE: CHOKE POINT #5 IS LOCATED ON ROUTE 229 AT THE SONG RACH CAC (XS810655).

6. EGRESS ROUTE #2A

A. PARAGRAPH 5A, B, C, AND D APPLY. NOTE: LZS IN THIS AREA ARE LOCATED AT THE SAIGON RACETRACK (XS815904) AND THE SAIGON SOCCER STADIUM (XS823896).

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- B. SOUTHWEST 10,000M FROM CHECK POINT #4 (DESCRIBED IN PARAGRAPH 5D ABOVE) ON QL 4 TO ROUTE 231 (CHECK POINT #5A XS720790).
- C. SOUTHEAST AND EAST 10,000M ON ROUTE 231 TO ROUTE 229 (CHECK POINT #6A XS743699).
- D. PARAGRAPH 5G APPLIES.
7. GENERAL INTELLIGENCE ESTIMATE, AS PARTAINS TO THE SELECTED EGRESS ROUTES.
- A. CONTACT WITH ELEMENTS OF TWO AND POSSIBLY FOUR ENEMY DIVISIONS WOULD BE INCURRED DURING TRANSITION OF ANY OF THE SELECTED EGRESS ROUTES. ENEMY UNITS WILL BE SUPPORTED BY TANKS AND ARTILLERY.
- B. PORTIONS OF THE SELECTED EGRESS ROUTES FALL WITHIN KNOWN BLANKETS OF SAM-7 AND AA ARTILLERY.
- C. SOME OF THE MAJOR SHIPPING CHANNELS WILL BECOME CLOSED AS A RESULT OF WATER SAPPERS AND ENEMY ARTILLERY FIRE, CLOSING THIS EGRESS ROUTES RQUIRING WATERBOURNE EXTRACTION.
- C. MOVING THROUGH BUILT UP AREA WILL BE EXTREMELY DIFFICULT DUE TO CHOATIC CROWDS, SAPPERS, AND SNIPERS.
8. SHOULD THE USE OF ONE OF THE SELECTED EGRESS ROUTE BECOME EMINENT A DETAILED UP TO DATE ANALYSIS OF THAT SPECIFIC ROUTE WILL BE ISSUED.

T. K. GRIFFIN

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VUNG TAU.

GENERAL 1:20,000 DUE TO VARYING SCALE ETC. OF MOSAIC ALL MEASUREMENTS ARE APPROX.

(1) BEST AREA TO HOLD REFUGEES/ADMIN IS THE LARGER APRON/PKG AREA, SERVING THE FOUR LARGE HANGARS AT SOUTH END OF RUNWAY. NO SECURITY TYPE FENCING CAN BE DETECTED FROM AVAILABLE PHOTOGRAPHY ALSO PERIMETER FENCING IS UNDETECTABLE.

(2) VUNG TAU PORT FACILITY. DEEP WATER PIER IS 660 X 40 FEET. IT IS 500 FEET FROM BASE OF DEEP WATER PIER TO CENTER OF LST RAMP, AND 1800 FEET FROM BASE OF DEEP WATER PIER TO POL PIER.

(3) AREA TO SOUTH OF VUNG TAU AIRFIELD. 9 BUILDINGS IN EASTERN PORTION OF AREA. APPEAR TO BE BARRACKS TYPE, 6 LARGE BUILDINGS 180 X 40 FEET, AND 3 SMALLER BUILDINGS 160 X 40 FEET.

(4) LARGE OPEN AREA DIVIDED BY HARD SURFACED ROAD 900 X 300 FEET. COULD BE USED FOR HLZ. THIS AREA IS BOUNDED ON THE EAST BY THREE BUILDINGS OF VARYING SIZE, THE LARGEST BEING 180 X 40 FEET. THE MIDDLE BUILDING IS 120 X 40 FEET. THE SMALLEST BUILDING IS 80 X 40 FEET. THE TYPE OF AREA WOULD INDICATE FENCING BUT NONE VISABLE ON PHOTOGRAPHY. ONLY SMALL LANDING CRAFT COULD APPROACH BEACH.

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POSSIBLE HELICOPTER LANDING ZONES ON WUNG TAU

1. SAN BAY AIRFIELD COULD BE USED FOR EITHER FIXED WING OR AS A LARGE HLZ.
2. QL-15 COULD BE USED AS AN ALTERNATE LZ AS IT IS A TWO OR MORE LANE HARD SURFACE HIGHWAY.
3. A RACE TRACK IS LOC AT YS306486 AND COULD BE USED AS AN LZ, IT IS APPROX 200 METERS LONG AND 150 METERS WIDE.
4. THERE IS A POSSIBLE LZ VIC YS291461, IT IS 270 METERS LONG AND 200 METERS WIDE, THE GROUND IS COMPOSED OF LIGHT SAND. SHOULD WE USE THIS POSSIBLE LZ USE HARD SURFACE IE ANY IN THE AREA.

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THREAT ANALYSIS

1. AMBUSHING OPERATIONS IN THE VUNG TAU AREA COULD ENCOUNTER THE FOLLOWING THREATS:

- A. ENEMY GROUND FORCES COULD BE IN THE VICINITY IN THE NEXT 48 HOURS.
- B. THIS BOA COULD PRESENTLY BE WITHIN THE RANGE OF 130MM GUNS.
- C. THE REFUGEE POPULATION IN THIS AREA COULD WELL BE INFILTRATED BY ENEMY SAPPERS.
- D. NAVAL SAPPERS IN THE AREA COULD DEPLOY WITH LIMPET MINES EMPLOYED AGAINST THE BULLS OF ANCHORED OR BEACHED SHIPPING.
- E. NORTH VIETNAMESE KOMAR PATROL SORTS HAVE BEEN SIGHTED AS FAR SOUTH AS TUY HOA, AND EMISSIONS FROM THE MISSILE CONTROL RADAR ASSOCIATED WITH THE STY X MISSILE (CARRIED BY THE KOMAR) HAVE BEEN DETECTED IN WATERS 60 MILES SOUTHEAST FRA TRUET.
- F. A REAL THREAT EXISTS FROM THE LARGE NUMBER OF ARVN STRAGGLERS, PRESENTLY ESTIMATED AT 25,000. RECENT EVACUATION EXPERIENCE SHOWS THESE ELEMENTS NEGATE EFFECTIVENESS OF CIVIL AUTHORITIES, AND LAITER DIRECTLY IMPED EVACUATION PROCESS.

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[REDACTED] No Ford  
UNCLASSIFIEDROUTES TO SAN BAY AIRPORT FROM BEACH 691. ROUTE #1

THIS ROUTE (4KM), COMMENCING AT YS304445, MOVING WEST TO YS295445, THEN NORTHWEST TO YS287451, AND THEN NORTHEAST 2KM TO THE SAN BAY AIRPORT, IS ALL ON HARD SURFACED ROADS, WHICH COULD CAUSE CONGESTION AND MOVEMENT PROBLEMS.

2. ROUTE #2

THIS ROUTE (3.5KM), COMMENCING AT YS309453, TRAVELING THE FIRST 1,500M ON SAND, THEN CONTINUING NORTH ON A LOOSE SURFACED ROAD, TO AN ALL WEATHER LOOSE SURFACED ROAD, THEN CROSSING 100M OF SAND TO THE SOUTHERN TIP OF SAN BAY AIRPORT. THIS ROUTE WILL POSE PROBLEMS FOR WHEELED VEHICLES IN THAT THEY WILL HAVE TO TRAVEL UP TO 1,600M ON SOFT SAND.

3. ROUTE #3

THIS ROUTE (2.5M), COMMENCING AT YS319463, TRAVELING NORTHWEST ON A LOOSE SURFACED ROAD, TO A TWO OR MORE LANE IMPROVED LOOSE SURFACED ROAD IN A NORTHEASTERLY DIRECTION, TO A LOOSE SURFACED ROAD GOING NORTHWEST TO YS314489, THEN SOUTHWEST TO YS303470, TRAVERSING 150M OF SOFT SAND TO THE APPROXIMATE CENTER OF SAN BAY AIRPORT AT YS299469. THIS IS THE MOST PREFERRED ROUTE AS IT DOES NOT PASS THROUGH ANY BUILT UP AREAS, AND THIS ROUTE TRAVELS ONLY A SHORT DISTANCE (150M) ON SOFT SAND.

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1. THE FOLLOWING IS A ROAD STUDY OF QL 15 FROM XS383606 TO CITY OF VUNG TAU XS328503.

2. QL 15 IS A HARD SURFACE, ALL WEATHER ROAD THAT IS TWO OR MORE LANES WIDE. THE ROAD PASSES OVER SEVEN BRIDGES OF VARYING COMPOSITIONS OF STEEL OR CONCRETE.

3. MOVING SOUTH FROM THE ROAD JUNCTION AT XS383606 FOR 1300 METERS THE ROAD PASSES OVER A BRIDGE APPROX 100 METERS IN LENGTH (MADE OF EITHER CONCRETE OR STEEL). THE NEXT 1900 METERS ARE THROUGH MANGROVE SWAMPS OVER TWO SMALL BRIDGES WITH A SMALL RIVER ON THE WESTERN FLANK. THE ROAD THEN PASSES OVER A DUAL TWO OR MORE LANE BRIDGE APPROX 210 METERS LONG COMPOSED OF EITHER CONCRETE OR STEEL. THE NEXT 1500 METERS LIE THROUGH A STRIP OF FLAT GROUND FLANKED BY MANGROVE SWAMP. THE NORTHERN PORTION OF THIS STRIP CONTAINS BUILDINGS/HUTS AND A CEMETERY, BOTH LOCATED ON EASTERN SIDE OF ROAD. TURNING EASTERLY THE ROAD MOVES THROUGH 1900 METERS OF MANGROVE SWAMP, PASSING FISH PONDS ON THE WESTERN SIDE OF THE ROAD. AT THE END OF THIS STRETCH IS ANOTHER DUAL OR MORE LANE BRIDGE 100 METERS LONG MADE OF EITHER STEEL OR CONCRETE. THE NEXT 1300 METERS CONTINUES THROUGH MANGROVES. THE LAST 500 METERS OF THIS STRETCH HAS FISH PONDS ON THE EASTERN SIDE OF THE ROAD. THE ROAD THEN BENDS WESTERLY FOR 2100 METERS THROUGH RELATIVELY SOLID TERRAIN CONTAINING SOME MANMADE STRUCTURES, WHICH IS WHERE THE MILITARY AREA BEGINS. THE ROAD CONTINUES SSW THROUGH THE VILLAGE OF AP PHUOC THANH FOR APPROX 2000 METERS TO THE VILLAGE OF CAU RACH BA WHERE THERE IS ANOTHER DUAL TWO OR MORE LANE BRIDGE APPROX 75 METERS LONG, THE ROAD CONTINUES SSW TO XS298487 OVER RELATIVELY SOLID TERRAIN THROUGH BUILT UP AREAS, TURNS SOUTH ALONG THE AIRFIELD FOR APPROX 400 METERS THEN GOES OFF TO THE SSW APPROX 1500 METERS PARALLEL TO THE AIRFIELD INTO VUNG TAU.

POSSIBLE CHOKE POINTS:

1. XS360540 REASON RIVER RUNS PERPENDICULAR TO ROAD AND ADJACENT THICK MANGROVE SWAMPS, AND OFFERS A GOOD CHECK POINT WITH SUPPORT AREAS TO THE SOUTH.
2. XS357520 IS THE NARROWEST LAND MASS AREA OF THE PENINSULA.
3. XS345515 A SECONDARY ROAD RUNS ACROSS THE PENINSULA.
4. XS328502 RIVER RUNS ACROSS PENINSULA INTO MANGROVE SWAMPS.

RECOMMENDATIONS:

1. CHOKE POINT 1 OFFERS A GOOD CHECK POINT, AS WELL AS A SUPPLEMENTARY SUPPORT POSITION 200 METERS TO THE SOUTH ALONG THE ROAD.
2. CHOKE POINT 3 OFFERS BEST PHYSICAL OCCUPATION OF TERRAIN ACROSS ENTIRE WIDTH OF PENINSULA.
3. LOCATION OF CHOKE POINT 4 PROVIDES LEAST AREA OF PENINSULA WHICH MUST BE OCCUPIED BY LANDING FORCE. IN A TACTICAL SITUATION "IMPENETRABLE" MANGROVE COULD PROVE TO BE A NEUTRAL FACTOR: FOR WHILE IT WOULD IMPEDE MOVEMENT OF ENEMY FORCES INTO THE PENINSULA, IT WOULD BE DIFFICULT TO DEFEND AGAINST CONCERNED INFILTRATION EFFORT.
3. POSSIBILITY IS STRONG THAT SOME OF THE BRIDGES ALONG THIS SECTION OF QL 15 COULD HAVE BEEN DESTROYED BY ENEMY ACTIVITY.