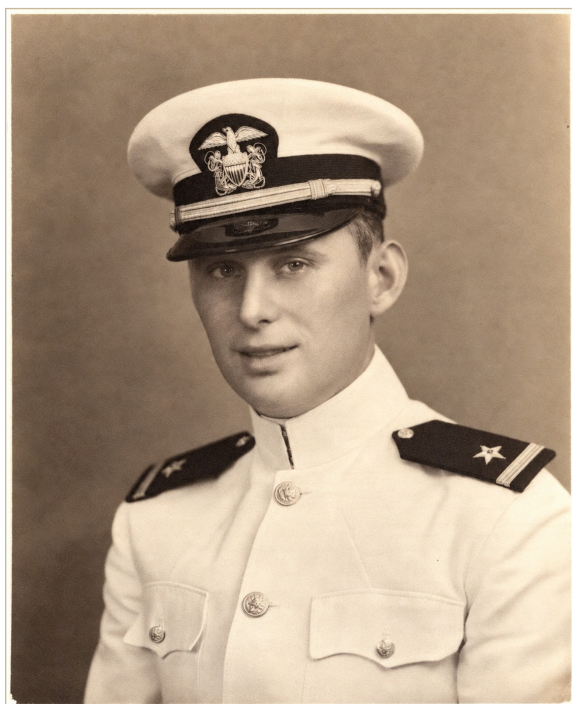


PROVENANCE PORTFOLIO

P-8-007084

Minesweeping Overlay for Utah Beach, with the Force U Assembly and Staging Papers

*Operation Neptune, 1944 · From the papers of Lieutenant Carl M. Good Jr, USNR,
commanding officer of USS SC-1301*



Carl M. Good Jr, US Naval Reserve, photographed as an ensign. By the spring of 1944 he was a lieutenant in command of the submarine chaser SC-1301.

Antiqua Print Gallery · antiquemapsandprints.com · September 2026

About this portfolio

This portfolio accompanies P-8-007084: an original “Bigot – Top Secret – Neptune” Minesweeping Overlay for the approach to Utah Beach, Enclosure 2 to Appendix II to Annex Fox of Assault Force U’s Operation Order No. 3-44, with the twelve original pages of Force U’s Assembly and Staging Plan and Table, dated 15 May 1944, and a separately acquired Admiralty Chart 2613.

The overlay and the staging documents come from the papers of Lieutenant Carl M. Good Jr, US Naval Reserve, who commanded the submarine chaser SC-1301 during the invasion of Normandy, and were sold by his grandson through Centurion Auctions on 16 August 2026. The overlay was sold in lot 149254 and the staging documents in lot 149252, so both of Centurion’s signed Letters of Provenance are included. The staging table lists Good’s own ship, SC 1301, by hull number. The chart did not belong to Good.

The portfolio sets out the evidence for that provenance: the signed letters; the muster roll sheets that record Good in command of SC-1301 on either side of D-Day; his handwritten account of the ship’s operations from June to August 1944, in facsimile and transcription; a crewman’s published recollection of SC-1301’s work off Utah Beach on D-Day; and extracts from the staging table in this lot. Everything reproduced here is a modern copy.

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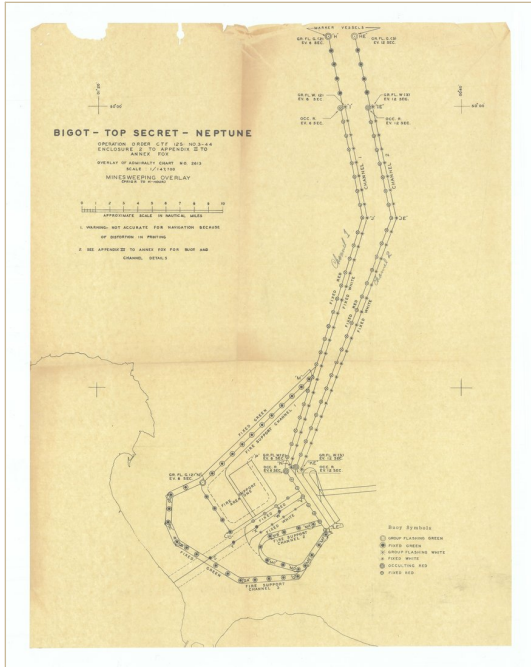
Attached files

- Centurion_Letter_of_Provenance_inv92247_lot149254_SIGNED.pdf – signed Letter of Provenance for lot 149254 (inventory 92247)
- Centurion_Letter_of_Provenance_inv92245_lot149252_SIGNED.pdf – signed Letter of Provenance for lot 149252 (inventory 92245)

Open the attachments panel, marked with a paperclip in most PDF readers, to view the signed originals.

The documents in this lot

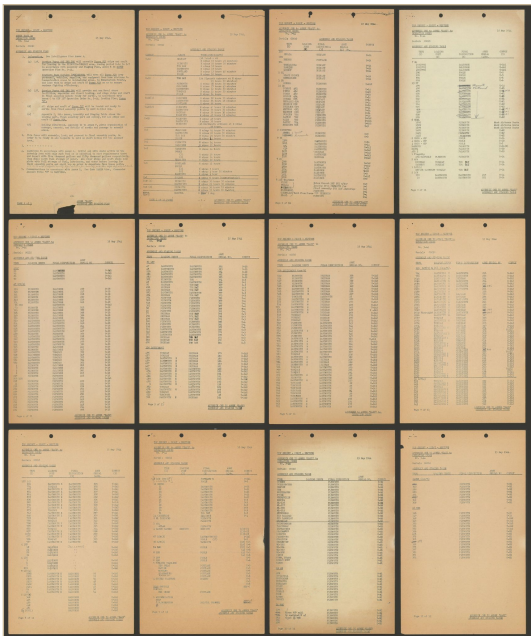
P-8-007084 comprises two groups of original documents from Operation Order No. 3-44 of Commander Task Force 125, Rear Admiral Don P. Moon, whose Assault Force U landed the US 4th Infantry Division on Utah Beach on 6 June 1944, with a separately acquired Admiralty chart. Security markings are transcribed as printed.



Minesweeping Overlay (Prior to H-Hour): Enclosure 2 to Appendix II to Annex Fox

Marked “Bigot – Top Secret – Neptune”, this is an overlay of Admiralty Chart No. 2613 at 1:147,700. It plots Force U’s swept Channels 1 and 2 from the marker vessels H and HE southward into the Baie de la Seine, with the lit buoys that marked them, the three fire-support channels and Fire Support Area One off Utah Beach.

A printed note warns that it is not accurate for navigation because of distortion in printing, and refers to Appendix III to Annex Fox for buoy and channel details. The channel numbers are repeated in pencil. From Centurion lot 149254.

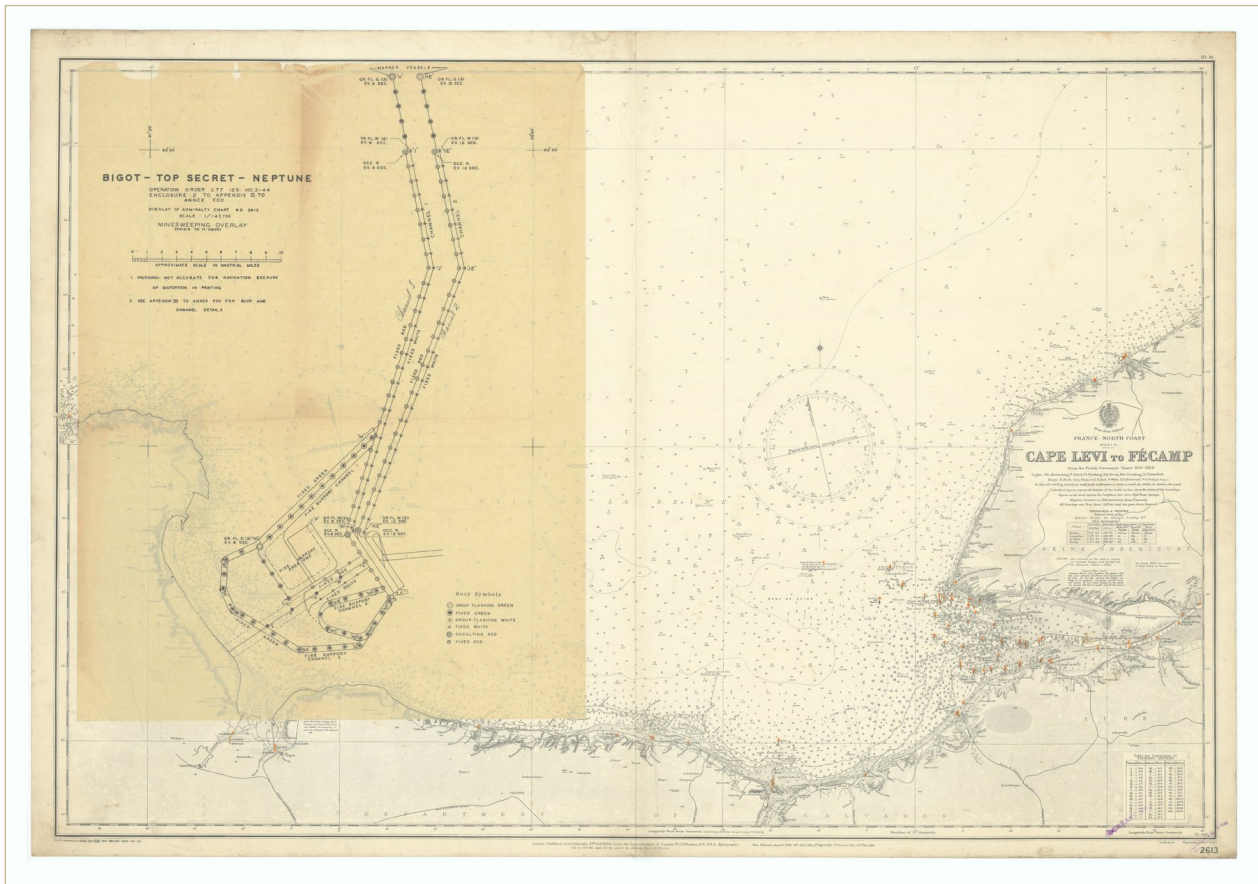


Assembly and Staging Plan and Table: Annex “Easy” and Appendix One

Typed, headed “Top Secret – Bigot – Neptune”, serial 00010 and dated 15 May 1944: the one-page plan and the eleven-page table, twelve pages in all. The plan sets out how Force U’s ships and craft were to be assembled and loaded in the Plymouth–Torquay area and made ready to sail from their final assembly ports.

The table lists every ship and craft with its loading port, final disposition, army serial number and convoy, and gives each convoy’s departure times relative to H-hour. It lists Good’s SC 1301 by hull number, and the pages are amended in manuscript throughout. From Centurion lot 149252.

Admiralty Chart 2613, supplied with the overlay



The Minesweeping Overlay laid on Admiralty Chart 2613.

France – North Coast, Sheet XI: Cape Levi to Fécamp, from the French Government Charts 1836–1924. Published at the Admiralty on 29 October 1894 under Captain W. J. L. Wharton, Hydrographer, with New Editions of August 1898, 11 October 1911, 11 April 1919, 3 October 1919 and 22 December 1924 and small corrections to 1926; print code Ze. 1925; engraved by Edward Weller and sold by J. D. Potter, 145 Minories, with two purple “INCREASE 50%” price stamps. It was acquired separately by Antiqua Print Gallery to show the coastline and soundings beneath the overlay, and did not belong to Good.

Two companion items from the same consignment are offered separately: P-8-007083, the gunfire-support overlay with the Intelligence Plan, whose fire-support areas were drawn to conform to this minesweeping plan, and P-8-007085, the Inner Screening Overlay.

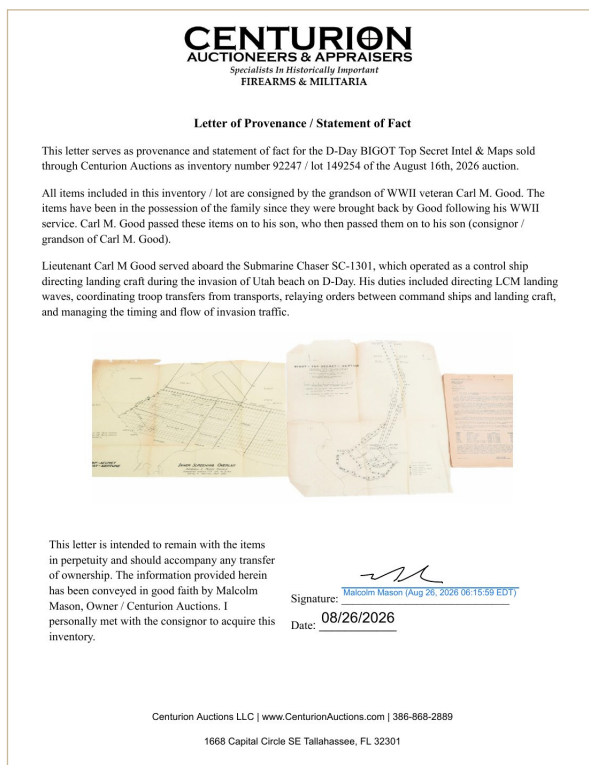
Provenance

Carl M. Good Jr brought the documents home at the end of his wartime service. They passed to his son and then to his grandson, who consigned them to Centurion Auctions of Tallahassee, Florida. Centurion's owner, Malcolm Mason, met the consignor in person to acquire them. They were sold on 16 August 2026 in lots 149252 and 149254, and Antiqua Print Gallery bought both lots.

P-8-007084 brings together documents from both lots, so both letters apply: the letter for lot 149254 (inventory 92247) covers the Minesweeping Overlay, and the letter for lot 149252 (inventory 92245) covers the Assembly and Staging papers.

Each letter is illustrated with a photograph of its lot as sold. The photograph for lot 149252 shows the Annex Dog overlay, before its repair, with the Assembly and Staging papers; the photograph for lot 149254 shows the Inner Screening and Minesweeping overlays with the Intelligence Plan.

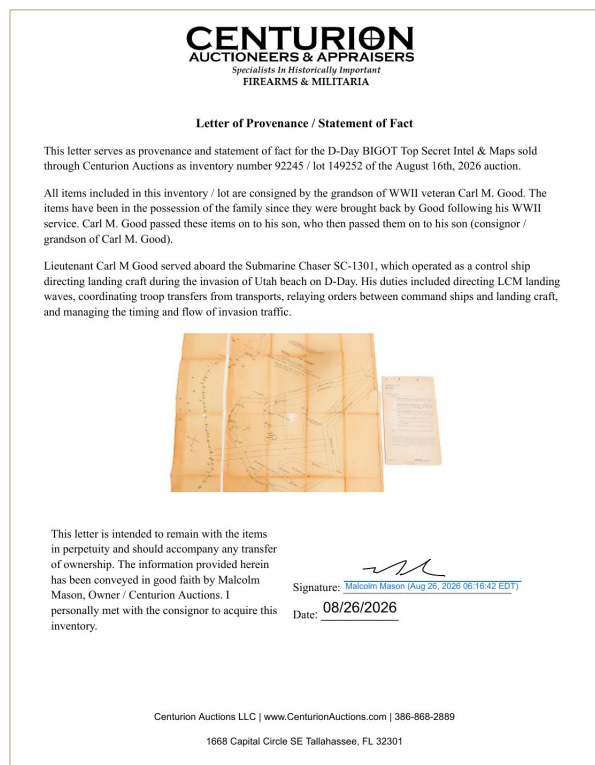
Both letters are dated and signed 26 August 2026 by Malcolm Mason and state that they are intended to accompany the items on any transfer of ownership. The signed PDF files are embedded in this portfolio as attachments, byte for byte as issued, so that their Adobe Acrobat Sign signatures can still be verified. Most PDF readers show attachments in a side panel marked with a paperclip.



Letter of Provenance for lot 149254 (inventory 92247).

Adobe Acrobat Sign transaction

CBJCHBCAABAAAFZ5dOy0FsAkI_Nr8WBOvSnegtUEPl1dS



Letter of Provenance for lot 149252 (inventory 92245).

Adobe Acrobat Sign transaction

CBJCHBCAABAA-LjM_06R6KAg04JODrMJpn5y2oDhDSN

SC-1301 and her commanding officer

SC-1301 was a wooden-hulled submarine chaser of the SC-497 class, 110 feet 10 inches long with a complement of 28, armed with a 40 mm gun, two .50-calibre machine guns, depth-charge projectors and Mousetrap anti-submarine rocket rails. She was laid down on 7 September 1942 by Perkins & Vaughn of Wickford, Rhode Island, launched on 15 May 1943 and commissioned on 3 August 1943. Small, handy vessels of this type served off Normandy as escorts, control vessels and dispatch boats, and SC-1301 did all three.

The quarterly muster roll forwarding sheets below are signed by Carl M. Good Jr, Lieutenant, US Naval Reserve, as commanding officer, and by his executive officer, Wallace F. Bither. The first, dated 31 March 1944, was forwarded from Pier 3, Miami, Florida. The second, dated 30 June 1944, closes the quarter in which the ship crossed to England and took part in the invasion. Together they place Good in command on either side of D-Day.

Hand instructions on reverse side of sheet before preparing roll

TO BE FORWARDED TO THE BUREAU OF NAVAL PERSONNEL WITH QUARTERLY ROLL AT THE EXPIRATION OF EACH QUARTER
(This is the forwarding sheet and only one should accompany roll)

22
23

n.a. 22
OK 6/29/44

MUSTER ROLL OF THE CREW
OF THE
U.S.S. SC-1301

On the 31st day of MARCH, 1944.

Number of pages BNP 605a, of Quarterly Roll ONE
Number of pages BNP 605b, Report of Changes, submitted during quarter NONE
Number of pages BNP 605c, Passenger Lists, submitted during quarter NONE
Number of pages BNP 605d, Recaptulation Sheet ONE

Certified to be correct and that instructions regarding submission of rolls have been fully complied with.

W. F. Bither
WALLACE F. BITHER, Lt. (jg) USN
Executive Officer.

Approved this 31st day of MARCH, 1944.

Carl M. Good Jr.
CARL M. GOOD, JR., Lt. (jg) USN
Commanding Officer.

Forwarded MARCH 31, 1944.

From PIER 3
MIAMI, FLORIDA

INSTRUCTIONS REGARDING MUSTER ROLL

BNP 605a, Quarterly Roll, must show the name of every enlisted man attached to ship, station, aviation squadron, or unit at expiration of quarter, also all transfers to active duty—without or without pay.

BNP 605b, Report of Changes. This form shall be submitted by the following:
Commanding officers of all ships, stations, aviation squadrons, and units, whenever a ship, station, aviation squadron, or unit is commissioned or decommissioned.
Commanding officers of all naval vessels when sailing from one port to another, showing all changes in crew since submission of last report. These forms to be submitted whether or not any changes have occurred.
Commanding officers of aviation units, ship-based, whenever unit assumes a shore base status as a part of an organized squadron, to show the transfer of men from parent vessel to squadron organization, and all other changes that may have occurred since last report. Equivalent to decommissioning the unit.
Commanding officers of aviation squadrons when the unit returns to their parent vessels for the purpose of assuming ship-based status, to show transfer of men from squadron organization to the unit ship-based, and all other changes that may have occurred since last report. Equivalent to decommissioning the unit.
Commanding officers of all ships and stations on last day of each month, showing all changes for the month for which submitted that have not been previously reported on these forms. These forms to be submitted whether or not any changes have occurred.
Commanding officers of point or origin of transfer of enlisted passengers—men for transportation only—on date of sailing, to show intended destination and name of transporting vessel.
Commanding officers of naval vessels carrying enlisted passengers—men for transportation only—on date of sailing headed "passengers" completed to show receipt and upon arriving at destination to show disposition. Any other changes that may have occurred in the status of enlisted passengers en route.
Commanding officers of point of destination at the end of the month following termination of passage on other than naval vessels, completed to show receipt of enlisted passengers from point of origin, name of transporting vessel, and further disposition. If any be removed by competent authority from a draft on other than a naval vessel prior to arriving at original destination, such competent authority will be held responsible for informing the Bureau on these forms of the vessel from which removed, of the circumstances of removal, and further disposition.

BNP 605c, Passenger List. This form to be submitted by vessel at date of sailing from one port to another, showing passengers other than enlisted personnel of the Navy taking passage on the vessel.

BNP 605d, Recaptulation Sheet. This form to be submitted to the Bureau with the quarterly roll and with final BNP 605a, when ship, station, aviation squadron or unit is placed out of commission or when aviation squadron and unit assume a status equivalent to decommissioning.

These instructions are to be followed by all ships, stations, aviation squadrons, and units. Reports must include all enlisted men and all recruits on active duty with or without pay.

After the roll has been properly made out and certified to by the executive officer, signed by the commanding officer, it must be secured between the binder boards provided for that purpose, placed in the special envelope, and forwarded to the Bureau.

Muster roll forwarding sheet, USS SC-1301, 31 March 1944.

Hand instructions on reverse side of sheet before preparing roll

TO BE FORWARDED TO THE BUREAU OF NAVAL PERSONNEL WITH QUARTERLY ROLL AT THE EXPIRATION OF EACH QUARTER
(This is the forwarding sheet and only one should accompany roll)

22
23

OK 6/29/44

MUSTER ROLL OF THE CREW
OF THE
U.S.S. SC-1301

On the 30th day of JUNE, 1944.

Number of pages BNP 605a, of Quarterly Roll ONE
Number of pages BNP 605b, Report of Changes, submitted during quarter FOUR
Number of pages BNP 605c, Passenger Lists, submitted during quarter NONE
Number of pages BNP 605d, Recaptulation Sheet ONE

Certified to be correct and that instructions regarding submission of rolls have been fully complied with.

W. F. Bither
WALLACE F. BITHER, Lt. (jg) USN
Executive Officer.

Approved this 30th day of JUNE, 1944.

Carl M. Good Jr.
CARL M. GOOD, JR., Lt. (jg) USN
Commanding Officer.

Forwarded JUNE 30, 1944.

From

INSTRUCTIONS REGARDING MUSTER ROLL

BNP 605a, Quarterly Roll, must show the name of every enlisted man attached to ship, station, aviation squadron, or unit at expiration of quarter, also all transfers to active duty—without or without pay.

BNP 605b, Report of Changes. This form shall be submitted by the following:
Commanding officers of all ships, stations, aviation squadrons, and units, whenever a ship, station, aviation squadron, or unit is commissioned or decommissioned.
Commanding officers of all naval vessels when sailing from one port to another, showing all changes in crew since submission of last report. These forms to be submitted whether or not any changes have occurred.
Commanding officers of aviation units, ship-based, whenever unit assumes a shore base status as a part of an organized squadron, to show the transfer of men from parent vessel to squadron organization, and all other changes that may have occurred since last report. Equivalent to decommissioning the unit.
Commanding officers of aviation squadrons when the unit returns to their parent vessels for the purpose of assuming ship-based status, to show transfer of men from squadron organization to the unit ship-based, and all other changes that may have occurred since last report. Equivalent to decommissioning the unit.
Commanding officers of all ships and stations on last day of each month, showing all changes for the month for which submitted that have not been previously reported on these forms. These forms to be submitted whether or not any changes have occurred.
Commanding officers of point or origin of transfer of enlisted passengers—men for transportation only—on date of sailing, to show intended destination and name of transporting vessel.
Commanding officers of naval vessels carrying enlisted passengers—men for transportation only—on date of sailing headed "passengers" completed to show receipt and upon arriving at destination to show disposition. Any other changes that may have occurred in the status of enlisted passengers en route.
Commanding officers of point of destination at the end of the month following termination of passage on other than naval vessels, completed to show receipt of enlisted passengers from point of origin, name of transporting vessel, and further disposition. If any be removed by competent authority from a draft on other than a naval vessel prior to arriving at original destination, such competent authority will be held responsible for informing the Bureau on these forms of the vessel from which removed, of the circumstances of removal, and further disposition.

BNP 605c, Passenger List. This form to be submitted by vessel at date of sailing from one port to another, showing passengers other than enlisted personnel of the Navy taking passage on the vessel.

BNP 605d, Recaptulation Sheet. This form to be submitted to the Bureau with the quarterly roll and with final BNP 605a, when ship, station, aviation squadron or unit is placed out of commission or when aviation squadron and unit assume a status equivalent to decommissioning.

These instructions are to be followed by all ships, stations, aviation squadrons, and units. Reports must include all enlisted men and all recruits on active duty with or without pay.

After the roll has been properly made out and certified to by the executive officer, signed by the commanding officer, it must be secured between the binder boards provided for that purpose, placed in the special envelope, and forwarded to the Bureau.

Muster roll forwarding sheet, USS SC-1301, 30 June 1944.

Good's account of SC-1301's operations, June to August 1944

The six-page manuscript account transcribed below is unsigned, but it is written in the first person by the ship's commanding officer ("this officer requested that we be released for limited duty"), whom the muster rolls identify as Good. It appears to be a draft report of the ship's operations over those three months. It names no beach for D-Day itself, but the Force U convoy, the Force U staging table and the recollection of one of the ship's crew, summarised later in this portfolio, place SC-1301 off Utah Beach; from 8 June the account moves to Omaha Beach.

The transcription follows the manuscript closely. Deleted words are omitted, words added above the line are included without comment, punctuation is lightly regularised and a few slips of the pen are silently corrected. Times are given in the twenty-four-hour form used in the original. LCM stands for landing craft, mechanized, and CTF for Commander Task Force.

Operations of S.C. 1301 from June 1st 1944 through Aug 31st 1944

June 1st. The assignment of this vessel for the Invasion of France was to act as Control Ship for Lieut. C. J. Alfke, USNR, Commander of LCM Flot II, with headquarters in Dartmouth, England. While awaiting the signal for the Invasion Forces to proceed to France this vessel was used to escort ships to and from Tor Bay to Dartmouth.

June 3rd. 1631 – Underway from Dartmouth, England for the Normandy Coast of France in Convoy U2B, leading L.C.M. Flot II.

June 4th. 0800 – Received orders to return with LCM's to Portland for refueling as Invasion had been delayed one day. 1425 – Entered Portland Harbor and made arrangements for LCM's to refuel and stand by for further orders.

June 5th. 0100 – Received orders to get underway with LCM's and proceed to outer anchorage. 0400 – Proceeded out of Portland harbor and took stern position in convoy. Once again underway for the Normandy Coast of France.

June 6th. 0400 – Arrived at transport area and awaiting orders to send the LCM's alongside transports to carry troops ashore. 0600 – Gave orders to the LCM's to go alongside troop ships and load troops. During "D" Day, D+1, D+2 this vessel carried out prescribed duties as control ship for the LCM's, directing their movements to and from the beach.

June 8th. 1930 – Received orders relieving us of duty as LCM control ship and further directing us to proceed to the HMS Capetown, for duties with Shuttle Control. 2200 – Arrived at the HMS Capetown, Shuttle Control Ship, anchored off Omaha Beach and reported for duty. Our duties with Shuttle Control consisted mainly of operating as a dispatch boat and directing incoming convoys.

June 22nd. 1920 – Underway from Omaha Beach in convoy with orders to report to Dartmouth, England for repairs received during our duty with Shuttle Control and during the storm of June 19th to 21st.

June 23rd. 1105 – Arrived at Dartmouth, England for repairs. This vessel remained in Dartmouth, England until July 30. The reasons this ship was delayed so long for repairs are as follows:

1. Rainy weather during first two weeks greatly hindered work on hull.
2. Priority for repairs given to various types of amphibious craft so that they would be ready for operations on the Southern Coast of France.
3. The main delay was in trying to repair the screws. At that time no spare screws available in the United Kingdom.

A trial run was made July 7th and it was decided that the vibration due to the screws was still too great for safe operation. The screws were once again removed and sent to Torquay to be repaired. On July 29 another trial run was made. The starboard screw appeared to be alright but considerable vibration was still caused by the port screw, especially at speeds over 1000 revolutions. Since there were still no spare screws available, this officer requested that we be released for limited duty and be recalled when a new spare port screw was available.

July 30. 0700 – Underway from Dartmouth, England with orders to report to Shuttle Control on the far shore. 2100 – Reported for duty to HMS Ceres, Shuttle Control Ship, anchored off the coast of Normandy in outbound convoy anchorage. Our duties consisted mainly of directing incoming convoys to the beaches.

August 15. 1200 – Underway for U.K. acting as escort for coastal convoy, with orders to be detached at Dartmouth, England for 7 days availability.

Aug 16th. 0800 – Arrived at Dartmouth, England and reported to the SC-PC sub base for repairs.

Aug 23. 1600 – Repairs completed; standing by for orders.

Aug 24. Sailing delayed because of foul weather.

Aug 25th. 0700 – Underway from Dartmouth, England in company with SC 1321, with orders to report to Shuttle Control on the far shore for duty. 1900 – Reported to HMS Capetown, Shuttle Control Ship, for duty.

Aug 28. 1000 – Received orders to report to CTF 125.2 at Cherbourg for duty. 1300 – Reported to Port Director, Cherbourg, for duty.

Aug 29. 1600 – Received orders from CTF 125 to report to CTF 125.4 for duty with Area Screen.

The account in facsimile

Operations 7 S.C. 1301 from June 1st 1944 through Aug 31st 1944 ①

June 1st The assignment of this vessel for the Invasion of France was to act as control ship for Licut C.J. Alfke USNR, Commanding of LCM Flot II, with headquarters in Dartmouth England. While awaiting the signal to proceed for the Invasion Forces to ~~proceed~~ ^{stand by} for France this vessel was used to escort ships to and from Tor Bay to Dartmouth.

June 3rd
1631 - Underway from Dartmouth England for the Normandy Coast of France in Convoy H2B leading ~~the~~ L.C.M. ~~4~~ ⁷²⁴ ~~4~~ ⁴.

June 4th
0800 - Received orders to return with LCM's to Portland for refueling as Invasion had been delayed one day.
1425 - Entered Portland Harbor and made arrangements for LCM's to refuel and ~~stand by~~ ^{stand by} for further orders.

Page 1.

②

June 5th
0100 - Received orders to get underway with LCM's and proceed to outer anchorage.
0400 Proceeded out of Portland Harbor and took stern position in Convoy. Once again underway for the Northland Coast of France.

June 6th
0400 arrived at transport Area and awaiting orders to send the LCM's alongside transports to carry troops ashore.
0600 gave order to the LCM's to go alongside troop ships and load troops. During "D-Day", D+1, D+2 this vessel carried out prescribed duties as control ship for the LCM's directing their movements to and from the beach.

June 8th
1930 - Received orders relieving us of duty as LCM control ship and ^{proceeding} ~~directing~~ us to proceed to ~~the~~ ^{the} HMS Captain, for duties

Page 2.

③

with Shuttle Control.

2200 - Arrived at the HMS Captain, Shuttle Control Ship, anchored off Omaha Beach and reported for duty. Our duties with Shuttle Control consisted mainly of operating as a despatch boat and directing incoming convoys.

June 22nd
1920 - Underway from Omaha Beach in Convoy with orders to report to Dartmouth England for repairs received during our duty with Shuttle Control and during the storm of June 19th to 21st.

June 23rd
1105 Arrived at Dartmouth England for repairs. This vessel remained in Dartmouth England until July 30. The reasons the ship was delayed so long for repairs are as follows:

1. Rising weather during first two weeks greatly hindered work on hull
2. Priority for repairs given to various

Page 3.

④

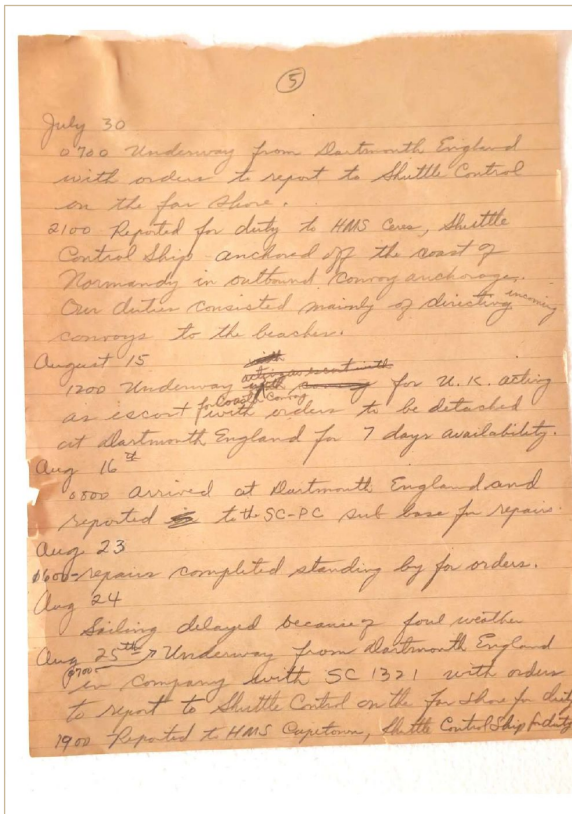
type of amphibian craft so that they would be ready for operations in the Southern Coast of France.

3. The main delay was in trying to repair the screws. At that time no spare screws available in the United Kingdom.

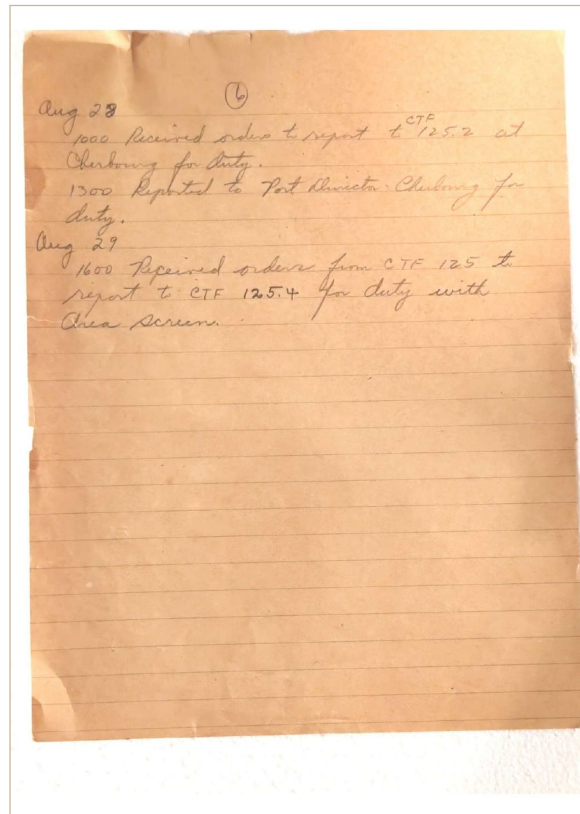
A trial run was made July 7th and it was decided that the vibration due to the screws was still too great for safe operation. The screws were once again removed and sent to Solway to be repaired.

On July 29 another trial run was made. The starboard screw ~~appeared~~ ^{seemed} to be alright but considerable vibration was still caused by the port screw, especially at speeds over 1000 revolutions. Since there were still no spare screws available, the officer requested that we be released for limited duty and be recalled when a ~~new~~ ^{new} port screw was available.

Page 4.



Page 5.



Page 6.

An eyewitness aboard SC-1301

In June 2019, for the seventy-fifth anniversary of D-Day, *Military Times* published the recollections of five American veterans of the invasion. One of them, Gunner's Mate Third Class Tolley Fletcher, was serving aboard SC-1301. He was nineteen on D-Day.

Fletcher described the subchaser's work off Utah Beach on 6 June 1944: escorting the landing craft in to the beach and guarding them against possible submarine attack. He recalled that the force had been ready for more than a day, after the first attempt to cross on 5 June was called off because of the weather, and he remembered the dead in the water on the run in.

“They used us to escort the LCVPs into Utah Beach.”

Tolley Fletcher, quoted by Brian Mackley in “Memories of the Longest Day still linger for these D-Day survivors”, *Military Times*, 5 June 2019.

Fletcher's recollection independently places SC-1301 off Utah Beach on D-Day, which Good's own account implies but never states, and it matches the account on the one-day postponement and on the ship's work with the landing craft. Speaking seventy-five years later, Fletcher remembered the craft as LCVPs; Good's account, written at the time, speaks of the LCMs of his flotilla. Both types carried troops from the transports to Utah Beach.

SC 1301 in the Force U staging table

The Assembly and Staging Table in this lot, Appendix One to Annex “Easy”, lists every ship and craft of Force U with its loading port, its final disposition and the convoy in which it was to sail. On page 2, among seven submarine chasers, it lists SC 1301 at Dartmouth in convoy U-2A(1). On page 9 it assigns fifty of Force U’s sixty-seven LCM(3) landing craft to Dartmouth and the same convoy.

Good’s account records SC-1301 sailing from Dartmouth on 3 June “in Convoy U2B leading L.C.M. Flot II”. The table and the account therefore agree on the ship, the port and the landing craft, but not on the convoy designation. The table was issued three weeks before the sailing and is amended by hand throughout, so the assignment may have changed afterwards; equally, the account, written after the event, may be mistaken on this point.

After the invasion was postponed by twenty-four hours, the account has SC-1301 leaving Portland at 0400 on 5 June. The table’s timetable on page 1 sends convoy U-2A(1) out of Portland at H minus 26 hours, which, against the actual H-hour of 0630 on 6 June, is 0430 on 5 June. Page 2 of the table also lists the destroyers Corry, Meredith and Glennon, all lost off the Utah beachhead within the first five days of the invasion.

15 DD		PLYMOUTH	U-2A2
FOREST 461		PLYMOUTH	U-1A
FITCH 462		PLYMOUTH	U-2B
CORRY 463		PLYMOUTH	U-2B
HOBSON 464		PLYMOUTH	U-1A
BUTLER 636		BELFAST	U-1A
GHERARDI 637		BELFAST	U-1A
HERNDON 638		BELFAST	U-1A
SHUBRICK 639		BELFAST	U-1A
JEFFERS 621		BELFAST	U-1A
GLENNON 620		BELFAST	U-1A
O'BRIEN 725		PLYMOUTH	U-1A
BARTON 722		PLYMOUTH	U-1B
WAIKE 723		PLYMOUTH	U-2A2
LAFFEY 724		PLYMOUTH	U-2A1
MEREDITH 726		PLYMOUTH	U-2A2
			U-3
2 CORVETTES			
AZALEA 2 Conit		PLYMOUTH	U-3
KITCHNER Renoncule		PLYMOUTH	U-3
7 FC			
1176	DARTMOUTH	U-1A	
1261	DARTMOUTH	U-1A	
484	DARTMOUTH	U-2A1	
619	DARTMOUTH	U-2A2	
1232	BRIXHAM	U-2A2	
1233	DARTMOUTH	U-2A1	
1252	BRIXHAM	U-2A2	
7 SC			
1282	DARTMOUTH	U-2A2	
1358	BRIXHAM	U-2A2	
1330	DARTMOUTH	U-1B	
1334	SAICOMEE	U-1B	
1290	SAICOMEE	U-3	
1301	DARTMOUTH	U-2A1	
1308	SAICOMEE	U-3	
6 A/S TRAWLERS			

Assembly and Staging Table, page 2 of 11. SC 1301 is listed at Dartmouth, convoy U-2A(1). Highlighting added.

TOP SECRET - BIGOT - NEPTUNE

APPENDIX ONE to ANNEX "EASY" to
OPERATION ORDER
No. 3-44

Serial: 00010

15 May 1944.

ASSEMBLY AND STAGING TABLE

CONVOY	LEAVE	TIME (APPROXIMATE)
U-1A	BELFAST	(At Point A at
		H minus 19 hours 45 minutes)
	PLYMOUTH	H minus 20 hours 30 minutes
	TOR BAY	H minus 18 hours
	DARTMOUTH	H minus 18 hours
	PORTLAND	H minus 13 hours 40 minutes
	POOLE	H minus 16 hours
U-1B	TOR BAY	(At Plymouth entrance at H minus
		15 hours 30 minutes)
	PLYMOUTH	H minus 15 hours 30 minutes
	SALCOMBE	H minus 15 hours 45 minutes
	DARTMOUTH	H minus 12 hours 30 minutes
	TORQUAY	H minus 12 hours 30 minutes
	POOLE	H minus 14 hours
U-2A(1)	SALCOMBE	H minus 38 hours 30 minutes
	DARTMOUTH	H minus 36 hours 15 minutes
	PORTLAND	H minus 26 hours
U-2A(2)	PLYMOUTH	H minus 40 hours 15 minutes
	DARTMOUTH	H minus 35 hours 30 minutes
	BRIXHAM	H minus 36 hours 30 minutes
	FALMOUTH	H minus 45 hours 15 minutes
U-2B	FALMOUTH	H minus 48 hours
	DARTMOUTH	H minus 38 hours
	PLYMOUTH	(At Dartmouth entrance at H minus
		38 hours.

Page 1 of 11: convoy departure times. Convoy U-2A(1) leaves Dartmouth at H minus 36 hours 15 minutes and Portland at H minus 26 hours; convoy U-2B leaves Dartmouth at H minus 38 hours. Highlighting added.

ASSEMBLY AND STAGING TABLE

TYPE (1)	LOADING PORT (2)	FINAL DISPOSITION (3)	ARMY SERIAL (4) No.	CONVOY (5)
2 LCM (CRU) #1		PORTLAND &		U-2A1
2 LCM (CRU) #2		POOLE		U-5
11 RHINO				
21		DARTMOUTH		U-2B
22		DARTMOUTH		U-2B
23		DARTMOUTH		U-2B
24		DARTMOUTH		U-2B
25		DARTMOUTH		U-2B
26		DARTMOUTH		U-3
27		DARTMOUTH		U-3
28		DARTMOUTH		U-3
29		DARTMOUTH		U-3
30		DARTMOUTH		U-3
31		TOR BAY		U-3
14 CAUSEWAYS		SALCOMBE		U-4
2 NL DRYLOCKS		PLYMOUTH		
		FALMOUTH		
1 ARL				
ATLAS		PLYMOUTH		
4 LARGE BARGES	EXMOUTH	EXMOUTH		(2)U-B1
				(1)U-B2
				(1)U-B3
67 LCM(3)		DARTMOUTH (50)		U-2A1
		POOLE (17)		U-5
36 LEV(2)		YARMOUTH		(18) U-5
				(18) U-6
14 LBO		POOLE		(10) U-5
				(4) U-6
8 LBE		POOLE		(4) U-5
				(4) U-6
2 LBE		POOLE		U-5

Page 9 of 11: fifty LCM(3) landing craft assigned to Dartmouth and convoy U-2A(1). Highlighting added.

Sources

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Portrait of Carl M. Good Jr as an ensign. Reproduced, digitally enhanced, from an image published online.

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