



HISTORY
OF THE
U.S.S. ELDORADO
[AGC-11]

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U.S.S. ELDORADO (AGC-11)

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The U.S.S. ELDORADO (AGC-11) is an Amphibious Flagship, carrying in wartime the overall commander of the Amphibious assault unit. Extensive facilities are provided within the ship for the coordination of land, sea and air forces in this type operation. She is of converted merchant design, a type that serves admirably for the long range tasks that such a ship would be assigned. The ELDORADO is equipped with communication facilities that are the most extensive in the fleet, and in advance areas can easily serve as a communication station afloat. Her primary function, to serve as a flagship, is enhanced by ample accommodations for well over a thousand officers and men with office and working spaces provided to handle the most complex of staff functions. Although of a type that was hurriedly adapted during the war to meet the current needs, the ELDORADO has proven her worth to the Navy both during the war and since then in peacetime.

The ELDORADO is 459 feet long and displaces about 12,500 tons. The platform on the stern is a recent addition and is used for launching, carrying and landing helicopters. The ship is armed with one five-inch gun and numerous smaller weapons. Her superstructure indicates the large quantity of radar and radio equipment which she carries.

USS ELDORADO was built originally as the SS MONSOON by the North Carolina Shipbuilding Corporation, Wilmington, North Carolina in 1943. She was converted by the Bethlehem Steel Corporation at Brooklyn, New York and placed in commission there on 25 August 1944. In a brief ceremony, which the officers and men attached to the ship and their guests attended, Captain Jesse R. Wallace, USN, accepted the ship from the Commandant, Navy Yard, New York, read his orders and took command.

Immediately after the ceremony, ELDORADO (named for a mountain range in Nevada) proceeded to Pier 35 at Brooklyn, New York, where she was fitted out and provisioned for her acceptance trials. On 28 August she went to the Navy anchorage at Gravesend Bay, New York for ammunition. Loading completed, she came alongside a deperming station at Bayonne, New Jersey on the 29th for degaussing and calibrating. On 30 August ELDORADO commenced her preliminary tests.

Having successfully completed trials in Long Island Sound, the ship again docked at Pier 35, Brooklyn, where she made ready for sea. On 4 September 1944 ELDORADO put to sea and reported to the Amphibious Training Command, U.S. Atlantic Fleet.

Upon arrival in Hampton Roads on 5 September, and after being inspected and passed by the Amphibious Training Command, she received orders to cancel shakedown training and proceed to the Norfolk Navy Yard for availability.

Date of departure was set for 13 September, but because of the approach of a hurricane she anchored in Hampton Roads, riding out the storm undamaged. On 15 September ELDORADO got underway and proceeded to the Canal Zone. Arriving on 20 September, she transitted the canal that date and after discharging passengers at Balboa went on to San Diego, California to report to Commander Training Command, Amphibious Forces, U.S. Pacific Fleet.

At San Diego, which was reached 29 September, ELDORADO was assigned duty as flagship for Commander Amphibious Group Four; Rear Admiral Lawrence F. Reifsnider, USN, immediately embarked with part of his staff. ELDORADO left San Diego on 30 September and put into the Navy Yard Mare Island on 1 October. There the remainder of the staff of Commander Amphibious Group Four came aboard.

Subsequent to renovation and modernization of equipment, trial runs were held 16-19 November. An order was then received to debark Commander Amphibious Group Four and his staff and to proceed to Pearl Harbor, there to report to the Commander Amphibious Forces, U.S. Pacific Fleet, for use as his flagship. On 20 November Commander Amphibious Group Four left the ship.

Command ship ELDORADO left for Pearl Harbor on the 22nd of November. During tracking drill enroute, one of the planes being used plunged into the sea off the starboard beam and sank in approximately two minutes, occupants of the plane were rescued without injury by one of the ship's boats. Pearl Harbor was reached on 28 November.

Extensive drills and exercises were conducted off Oahu. Vice Admiral Richmond K. Turner, USN, Commander Amphibious Forces Pacific, hoisted his flag in ELDORADO on 10 January. From the 12th to the 18th of January a preliminary rehearsal for the forthcoming assault of Iwo Jima was held by Commander Amphibious Forces Pacific off Maui, T.H. With General Holland M. Smith, USMC, and his staff embarked, the ship departed Pearl Harbor on 27 January 1945 and steamed with other amphibious units to Eniwetok Atoll arriving 5 February 1945.

Two days were devoted to logistics at Eniwetok. On 7 February the task group got underway for Saipan, conducted tactics and gunnery training enroute and arrived there 11 February 1945. ELDORADO conducted additional pre-invasion rehearsals off Tinian 12-13 February. Secretary of the Navy James Forrestal and party, including Rear Admiral Louis E. Denfield, USN, Assistant Chief of Naval Personnel, and Rear Admiral Earl W. Mills, USN, Assistant Chief of the Bureau of Ships, came on board on 15 February to observe the operation on Iwo.

On 16 February 1945 the force departed Saipan. At 0500 on the 19th of February (D-Day at Iwo Jima) all hands went to general quarters as ELDORADO led the invading forces toward the beaches. From this time until her departure from the area, ELDORADO, as directed by Commander Amphibious Forces Pacific, operated off the southeastern coast of Iwo Jima at distances of 1800 to 5000 yards from the shoreline. On the 24th of February Secretary Forrestal and party left the ship.

Bound for Guam, ELDORADO departed Iwo Jima on 9 March, Lieutenant General Smith and his staff having debarked. During the assault on Iwo Jima, all hands so capably performed their assigned tasks that a "Well Done" was received from Commander Amphibious Forces Pacific.

Some of the results are especially noteworthy: during the period from 19 February to 3 March the ship acted as radio station at the objective. Broadcasts originated from the ship, including an interview of Vice Admiral Turner and Lieutenant General Smith on the progress of the invasion. These proved the entire practicability of broadcasts directly from the beachhead to the people at home. ELDORADO also kept news stories of the operation moving toward the United States as the correspondents wrote them.

Her medical department received 76 casualties between 19 February and 1 March. They were taken on board mainly during the early hours of darkness from overcrowded landing craft. Of the 76 taken aboard, 20 were returned to duty, 51 were later transferred to hospital ships, and 5 died of wounds.

At Guam, which was reached on 12 March, the ship provisioned, fueled and embarked Lieutenant General Simon B. Buckner, USA, Commanding General 10th Army, and his staff. On 12 March she departed Guam for Leyte in the Philippines, arriving on 16 March. Here the embarked commanders witnessed the rehearsal of the southern attack force for the assault on Okinawa Gunto. On 27 March ELDORADO departed with a group of amphibious force transports for the objective.

ELDORADO hove to off Hagushi Beach (one-third of the way up Okinawa's Japanward side) on "Love Day," 1 April 1945, slated to remain in the immediate area for 47 days. She was lying off the beach during the 560 air attacks on shipping at Hagushi and claimed assists in shooting down several planes, receiving official credit for one. She was hit by a number of small calibre shells which wounded eight enlisted men, on several occasions bombs fell in her vicinity. No appreciable damage was suffered.

Since both the Commander Air Support Control Unit and the Force Fighter Director Officer were embarked, ELDORADO's combat information center was the central unit in the air defense against the day and night air raids.

Of the 2,228 planes in these 560 raids, 1,438 were destroyed either by gunfire, combat air patrol or by their own suicide tactics. Every plane coming on station for defense patrol reported to ELDORADO for assignment to a controlling base. Although it was not at first intended that ELDORADO should control a combat air patrol directly, strategy later made it imperative. Eight enemy planes were splashed by combat air patrols under ELDORADO's control.

Lieutenant General Buckner (later killed in action) and his staff debarked on 18 April to establish his headquarters on Ckinawa. Fleet Admiral Nimitz came aboard on the 23rd of April during his tour of the Ckinawa beachheads. Admirals Halsey and Spruance were aboard 26 April. Correspondent Ernie Pyle also visited ELDORADO before his death on Ie Shima.

On 18 May 1945 ELDORADO left Ckinawa and arrived at Guam on the 22nd. She provisioned, fueled, and on 9 June got underway for Manila Harbor, which was reached on 14 June.

Captain Murray J. Tichenor, USN, relieved Captain Wallace as commanding officer of ELDORADO on 27 June 1945.

When Japan officially surrendered on 2 September 1945, ELDORADO was anchored in Manila Harbor. On 17 September 1945 the ship got underway and proceeded to Guam, arriving on 21 September. She departed that same day and moved to reach Pearl Harbor on 2 October 1945, where Admiral Turner and Commander Air Support Control Unit debarked with their respective staffs.

Out of Pearl Harbor steamed veteran ELDORADO on 6 October 1945. She put in at San Francisco 12 October and remained there until 9 December 1945. On which date she left for Pearl Harbor. ELDORADO was at Pearl Harbor 16-28 December, then returned home to stay at San Diego from 4 January to 15 February 1946. From 22 February to 17 June the ship was at Pearl Harbor; from 24 June to 25 July at San Diego; from 26 July to 23 October at the Mare Island Navy Yard in San Francisco Bay; at San Diego from 25 October to 4 March 1947.

On 1 April the vessel set out across the Pacific to the Far East for temporary flagship duty. She was: at Tsingtao, China from 1 April to 20 July; at Shanghai 22-26 July; at Tsingtao from 27 July to 23 August; at Yokosuka, Japan 26-28 August.

On 11 September 1947 her long voyage home ended at San Diego. She continued operations at San Diego, an active unit of the Pacific Fleet. Her Commanding Officer; Captain Richard E. Elliott, USN.

By directive dated March 1946, USS ELDORADO (AGC-11) has remained on active duty, attached to the U.S. Pacific Fleet.

Since the end of World War II the ELDORADO has continued to serve as the flagship of succeeding amphibious commanders in the Pacific. However, on two occasions for periods of six months she as the flagship of Commander Naval Forces, Western Pacific, in China. From April 1 to September of 1947 she flew the flag of Admiral C. M. Cooke, Jr., and from January to July of 1949 the flag of Vice Admiral O. C. Badger.

In the early part of 1948 she spent her overhaul period in the Bremerton Navy Yard. Enroute back to San Diego she put into San Francisco for a short visit. In San Diego again, she made preparations to return to the Orient for duty as temporary flagship.

On 3 January she headed for Tsingtao, stopping at Pearl Harbor for only one day. During this tour of duty in the Far East the ELDORADO visited many ports; Amoy, Takao, Keelung, Hong Kong, Shanghai, Okinawa, Yokosuka, Subic and Manila. She departed from Shanghai only shortly before that famed city of intrigue fell to the Red Forces.

On leaving Manila for San Diego 28 June 1949, the ELDORADO made her way close by Iwo Jima, where she had played an important part during the invasion. With her arrival at San Diego on 16 July she granted well earned liberty and leaves.

The next major operation for the ELDORADO was operation "Miki" in the Hawaiian area. After completion of her duties on this operation she made preparations to take part in operation "Portrex" on the East Coast of the United States. She got underway with four other ships of the Pacific Amphibious Force to join the Atlantic Fleet for "Portrex." After stopping at Balboa and Cristobal for liberty, she arrived at Norfolk on 3 February 1950. On 26 February the ELDORADO put to sea, and after extensive drills enroute, she arrived at the Island of Vieques, the "Enemy" stronghold.

After the "Portrex fighting" ceased the ELDORADO stopped at Roosevelt Roads, then put into Fort-de-France, Martinique, for liberty. She arrived back in San Diego on 14 April 1950 after making stops at Charleston, Norfolk and San Francisco.

After taking a relatively active part in operation "Demon III" off the coast of California, the ELDORADO sailed for Pearl Harbor for the Navy Yard overhaul, arriving there on 29 May. With the completion of the overhaul she returned to San Diego on the 12th of August. On the 15th of August she got underway for Long Beach to be fumigated, returning to San Diego on 19 August.

With the return to San Diego on the 19th and setting aside time for recreation and leave and provisioning of the ship, the ELDORADO unexpectedly received orders for the Far East. The ship recalled all men from leave, loaded emergency stores, and on the 28th of August got underway for sea with Rear Admiral L. A. Thackrey, USN, and his staff embarked with Captain J. B. Stefanac, USN, Commanding Officer of the ELDORADO

Eighteen days later she steamed into the harbor at Inchon, Korea.

The ELDORADO participated in the later stages of the Inchon invasion. This port was destined to be a familiar spot to the men who lined the rail that first day. Altogether the ELDORADO spent 148 days at Inchon. As an item of interest this ship had the unusual experience of invading, evacuating, and re-occupying this important supply port. She made over six trips to Inchon, Korea.

This amphibious landing at Inchon will stand out as one of the most brilliantly planned and executed operations in the Korean war. As usual, when something big is brewing in the realm of "putting them on the beach," the ELDORADO was on the job.

A violent typhoon, which was avoided by rerouting, made the "EL" a latecomer to the show. However, when she reached the scene, the ship and her flag soon brought their weight to bear at Inchon.

The USS Mount McKinley, sister ship to the ELDORADO, had been designated by Commander Task Force 90 as the command ship for the operation, but the ELDORADO was ready for important standby duties.

The ship was in a "ready" condition with all air-naval gunfire circuits manned. In case of damage to the Mount McKinley, the ELDORADO was prepared to leap into the breach and take over the command responsibilities. Fortunately, such an action did not become necessary and Commander Amphibious Group Three was chosen to coordinate control and execution of unloading during initial phases of the activities at Inchon. On D-day plus One, September 16. Rear Admiral Thackrey and members of his staff went ashore to locate, with the cooperation of other Army and Navy Commanders, suitable beaches for landing and unloading LCM's, LCU's, and the mammoth LST's.

On September 21st, Joint Task Force Seven was dissolved and Commander Seventh Fleet assumed command of the Naval Forces supporting our ground troops in the area. From this time until her departure on the 11th of October, the ELDORADO and her command continued to supervise the logistical unloading operation. In spite of natural and inherent difficulties, the only delay in the unloading was caused by extremely rough weather. Its initial duties in the United States action completed, the ELDORADO set her course for Pusan and Wonsan.

The ELDORADO anchored in the harbor at Iwon, Korea on the 28th of October, 1950, while United Nations forces continued to roll northward on the Korean peninsula. Commander Amphibious Group Three sent ashore a Naval beach party which included twenty of the ELDORADO's enlisted personnel, members of the Seventh Infantry Division, and Underwater Demolition Team Three. Their task was to inspect the beaches and locate suitable sites for supply dumps and troop staging areas.

The "Green Beach" patrol boat and the harbor control and picket boat were supplied and manned by officers and crewmen of the ELDORADO. During the activity at Iwon, Tactical Air Control Squadron Three aboard the ship was providing close air support for the Seventeenth Regimental Combat Team near Pungsan. Other valuable services were provided by the ship and her men. On November 13th, several merchant ships reported that because of the heavy swells, they were sustaining serious damage from LST's alongside. Men from the "EL" ingeniously contrived fenders from railroad ties and prevented further heavy damage.

Among various duties of the ELDORADO at this time was the taking aboard and placing in sick bay of six Koreans, one a child, for treatment of gunshot wounds. The child soon came to be called "Chu Chu" by the crew and was thoroughly "spoiled" as only blujackets know how. When he departed from the ship, he took with him candy and other gifts from the crew members.

November 12th brought the first evidence of the rugged North Korean winters. The men of the ELDORADO awoke to a heavy snow storm which was accompanied by below-freezing temperatures. "Long Johns" were broken out for the deck force and boat crews. Some men admired the snow covered scenery; others put on more clothing and said nothing.

On the 14th of November, the ELDORADO got underway once again. After a one day pause at Hungnam, where the temperature was as low as 15 degrees and the mid-watch set a "new record" for coffee consumption, ELDORADO weighed anchor for Kobe, Japan. Having negotiated the difficult Skimoneseke Straits, the officers and men of the "EL" soon saw Kōbe on the horizon and with it the long awaited rest and recreation.

After liberty for the crew and minor repairs to the ship, she got underway for Yokosuka, arriving on the 23rd of November. At Yokosuka, Rear Admiral Thackrey assumed the duties of Senior Officer Present Afloat.

Because of unfavorable military conditions in Korea, ELDORADO was alerted on the 27th of November and all leave and liberty was cancelled. On November 30th, the ship left Yokosuka for Sasebo. While she was at sea, however; orders were received to proceed directly to Inchon, Korea.

Arriving at Inchon on the 4th of December, Admiral Thackrey, as Commander Task Group 90.1 with ELDORADO as his flagship was designated to direct numerous important phases of the operation. The 37 days with the ELDORADO at Inchon were alert, busy days for the ship and its various units aboard. Close air support for the Eighth Army and fighter protection by ELDORADO. The command executed the tactical relocation of aircraft carriers while Kimpo airfield remained in the United Nations hands. On December 18th ELDORADO assumed the responsibility for directing Naval gunfire support. Once again, the task of loading men, vehicles, and supplies was taken up.

The loading was conducted with maximum efficiency, in spite of the shortages of labor and trucks. Steps were taken to expedite the evacuation of political refugees, such as ROK recruits, government workers and officials, and their families. During the entire operation, the ELDORADO Supply Department worked overtime sending supplies and provisions to other ships.

While taking Admiral Thackrey ashore for a conference, the Captain's gig struck a submerged object and began to sink. The quick acting boat crew transferred all valuable equipment to another boat and the Admiral was rowed ashore in an Army boat. Eventually, the gig was recovered with relatively little damage.

On December 15th, Seaman Apprentice Thurman Johnson, a member of boat crew eight, was lost in line of duty. This was our first loss in the Korean campaign and was felt deeply by all hands.

December 19th brought aboard Santa Claus in the form of 78 bags of mail. Gleefully, men read and reread long awaited letters and Christmas cards from loved ones at home.

Christmas day, with the ELDORADO anchored off Wolmi Do Island, was opened with a midnight mass and carols by the ship's choir. During the day, Chaplain Holmes and the choir went ashore to an orphanage at Inchon. There, they distributed to the orphans gifts donated by the "EL's" crew. Chaplain Holmes also conducted a baptism ceremony for a Korean infant.

On December 31st the ELDORADO took aboard Surgical Team Eight to help "welcome in the New Year". Nine days later, the ship was underway for Yokosuka, Japan. After two-day stops at Taechon and Pusan, the ELDORADO once again set her course through Japan's eastern coastal waters. On the 15th of January, 1951, the ELDORADO tied up at drydock 6 in the Yokosuka Naval Base. The "EL" had travelled thousands of miles and performed her duties well; now she and her men were ready for some well earned relaxation and diversion.

Returning from Korean waters for the first time after two months duty, the ELDORADO made its first liberty in Kobe, a port that not only carries the spice of a trading center but also retains much of the old Japanese customs.

For those who fancied a day-long tour while in Kobe, Kyoto filled their every wish. Often called the "Classic City", Kyoto represents the civilization of "old" Japan in architecture and customs. Its ancient prestige is still preserved at the Emperor's old Imperial Palace.

Yokosuka was the ELDORADO's longest visited port. It was here that special liberties were granted and continuous parties left the ship bound for famous Japanese resorts. Probably the most scenic resort visited by ELDORADO men was Kanaya Hotel at Nikko. Lakes, waterfalls, and some of Japan's oldest temples were accessible to the Navy men.

North of Nikko found another group of ELDORADO men visiting the beautiful Maupai summer resort at lofty Karuizawa. Despite being 3,200 feet above sea level the Navy felt quite at home at the famed resort known for its perfect golf course and its annual tennis tournaments.

Meanwhile, for those who yearned for a metropolitan atmosphere, there was Tokyo, the focal point of the Japanese Nation. Besides the Emperor's palace grounds and the Dai-Ichi Building, there were many parks, shrines, and statues to be seen before one could say that he had toured Tokyo. In addition the fabulous Ginza mercantile center and the several excellent servicemen's clubs attracted a host of bluejackets.

Despite the attraction that Tokyo afforded, there were those who were lured to stately Kamakura, the site of the Daibutsu, considered to be one of the largest bronze statues in the world. Looking at this Great Buddha one fully realized—THIS IS JAPAN—an area the ELDORADO was soon to see again.

At Inchon again, the ELDORADO directed close air support for the 8th Army. During the spring and summer of 1951, the ELDORADO was in Korean waters. In the 385 days that the ELDORADO was away from its home port of San Diego, 246 days were spent in the Korean area.

From August 1950 until June 1951 the ELDORADO was the flagship of Rear Admiral L. A. Thackrey, Commander Amphibious Group Three. In June it became the flagship of Vice Admiral I. W. Kiland, Commander Amphibious Forces, Pacific Fleet. Tactical Air Control Squadron Three was embarked aboard at all times.

The ELDORADO was visited in Inchon by General Ridgeway and Lieutenant General Van Fleet. The Commanding Generals of the British Commonwealth and Turkish Brigades also visited the ship.

The first pictures of the Kaesong truce talks were sent to the outside world from the ELDORADO.

In October of 1952 the ELDORADO became flagship for Rear Admiral W. H. Moore, Commander Amphibious Group One. She sailed for the Far East in January 1953 where Admiral Moore assumed command of Task Force 90's amphibious forces upon arrival in Yokosuka, Japan. While in the area Task Force 90 in company of the ELDORADO assisted the Fukuoka prefecture government in making rescues in the worst flood to hit Japanese lands in over 100 years.

The ELDORADO was flagship to Admiral Moore while he directed the Navy's role in the now famous Operation Big Switch - that of water transporting the Chinese and North Korean POW's from the camps at Cheju Do and Koje Do to the port of Inchon for repatriation.

During the year of 1953, the ELDORADO called at many interesting ports- Osaka, Beppu, Kagoshima, Nagoya, Kobe, Hong Kong, and Manila - and had many interesting military and civilian dignitaries aboard.

When the ELDORADO returned to the United States, Rear Admiral Lorenzo Sherwood Sabin, Jr. relieved Rear Admiral Walter E. Moore as Commander Amphibious Group One and Commander Task Force 90, in ceremonies conducted aboard ship December 10, 1953.

Prior to assuming command, Admiral Sabin was assigned to the Far Eastern Theater Joint Staff of General Mark Clark, and later General John Hull, as assistant Chief of Staff for Logistics.

11 February 1954, San Diego, California, Captain Robert C. Peden, USN, relieved Captain Harry N. Coffin, USN, as commanding officer of the amphibious force flagship USS ELDORADO at change of command ceremonies aboard the flagship, docked at the Naval Station.

Captain Peden is a graduate of the Naval Academy in the class of 1928. As Commander Tractor Group during the planning, assault and post assault phase of the Inchon landing, he received the Legion of Merit award with a combat distinguishing device. The National Government of the Republic of China awarded him the Special Breast Order of PAO TING and YUN HUI for services in connection with transporting Chinese army units and services rendered the Chinese Government in 1945-1946 when Commander Landing Ship Flotilla 22 and later as Commander Landing Craft, Naval Forces Western Pacific. He is a native of Kansas City, Missouri, and comes to his present duties from the Fleet Operations Division, Office of Naval Operations, Navy Department.

Captain Coffin, of Portland, Maine, who has commanded the ELDORADO since February 1953, will assume duties as Commanding Officer of the Naval Station at Subic Bay, Philippine Islands.

On 1 April the ELDORADO put to sea to render the last rites for Ensign Chen Sheng Ting, Chinese Navy in the Burial at Sea ceremony. Commander E. R. Barnes, USN, Chaplain on the staff of Commander Amphibious Forces, Pacific Fleet, performed the rites with the ashes of Ensign Ting scattered at sea off Coronado Roads at 1100. Ensign Ting was drowned as the result of a sailboat capsizing in San Diego Bay on 14 March 1954. Although Ensign Ting was not a member of the ELDORADO's crew he was well known to several of the officers on board, and the ELDORADO was honored to have been selected as the ship to perform the elaborate ceremonies.

Twelve Chinese military officers undergoing training with Ensign Ting at the U.S. Naval Amphibious Training Unit at Coronado, California, were present. Commander Miao-Chen Tseng, Chinese Navy, was presented the Chinese Nationalist flag by Captain Robert C. Peden, USN, Commanding Officer of the USS ELDORADO.

To advance the readiness of the fleet in amphibious operations, shore bombardment, anti-submarine warfare and air defense, PACTRAEX 54-V was carried forth off the Southern California coast June 1-11. The "attack force" of sixty ships and supporting arms was an aircraft carrier, cruiser, submarines, amphibious vessels, destroyers and aircraft.

The "defense force" composed mainly of submarines and aircraft commanded by Rear Admiral George C. Dyer, Commandant ELEVENTH Naval District did their best to stop the landing. The operation was climaxed by an amphibious assault supported by Naval gunfire, rocket ships and carrier-based planes.

Commander Amphibious Group One and Staff disembarked on 25 June 1954 and Commander Amphibious Forces Pacific, Vice Admiral T. G. W. Settle, designated the ELDORADO as his flagship until 25 August. During this time (as it has in the past eight months, the ELDORADO has participated in various) periodic training missions as the one of 25-27 August involving, ship handling, fueling at sea, transfer at sea, and various gunnery and emergency drills. She will return to San Diego to make preparations to get underway to sail to the port of Long Beach, Monterey for the Admission Day Celebrations and San Francisco for an overhaul period.

The USS ELDORADO earned the following awards in foreign areas:

- 1 Star - Iwo Jima Operation - Assault and Occupation of Iwo Jima; 15 February to 16 March 1945.
- 1 Star - Okinawa Gunto Operation - Assault and Occupation of Okinawa Gunto; 24 March to 30 June 1945.
- Navy Occupation Service Medal, Pacific - 25 August to 29 August 1947 and 2-15 June 1949.
- China Service Medal - 1 April to 24 August 1947, 26 January to 31 May 1949 and 19-22 June 1949.
- Korean Service Medal - 12 September 1950 to 4 September 1951 and 26 January to 6 March 1953.
- United Nations Service Medal - 12 September 1950 to 4 September 1951 and 26 January to 6 March 1953.
- 8 Stars for engagements on the Korean Service Medal
 - K-1 9/14/50 - 9/15/50
 - 9/18/50 - 11/2/50
 - K-2 11/3/50 - 1/13/50
 - K-3 9/16/50 - 9/17/50
 - K-4 2/15/51 - 4/21/51
 - K-5 4/22/51 - 7/8/51
 - K-6 7/9/51 - 7/28/51
 - K-9 2/23/53 - 3/5/53
 - 4/25/53 - 4/30/53
 - K-10 5/1/53 - 5/5/53
 - 6/10/53 - Date to be announced.