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Large and multi-decked sailing ships For other uses, see Galleon (disambiguation). A Spanish galleon (left) firing its cannons at a Dutch warship (right). Cornelis Verbeeck, c. 1618–1620 A Spanish galleon Carracks, galleon (center/right), square rigged caravel (below), galley and fusta (galliot) depicted by D. João de Castro on the "Suez Expedition" (part of the Portuguese Armada of 72 ships sent against the Ottoman fleet at anchor in Suez, Egypt, in response to its entry in the Indian Ocean and the siege of Diu in 1538) — Tábuas da India in the João de Castro's Roteiro do Mar Roxo (Routemap of the Red Sea) of 1540–1541.[2] Galleons were large, multi-decked sailing ships developed in Spain and Portugal.[3][failed verification][4][failed verification] [5][full citation needed][6] They were first used as armed cargo carriers by Europeans from the 16th to 18th centuries during the Age of Sail, and they were the principal vessels drafted for use as warships until the Anglo-Dutch Wars of the mid-17th century.[7] Galleons generally carried three or more masts with a lateen fore-and-aft rig on the rear masts, were carvel built with a prominent squared off raised stern, and used square-rigged sail plans on their fore-mast and main-masts. Such ships played a major role in commerce in the sixteenth and seventeenth centuries and were often drafted into use as auxiliary naval war vessels—indeed, they were the mainstay of contending fleets through most of the 150 years of the Age of Exploration—before the Anglo-Dutch wars made purpose-built warships dominant at sea during the remainder of the Age of Sail. The word galleon has had differing meanings at different points in its history and in different regions. The term is thought to originate from gallioni (alternatively galeanni[8]:16), Venetian oared vessels that were used in rivers in the fifteenth century. The galleons of the sixteenth and seventeenth centuries were fully developed sailing ships.[9]:98–99 This descriptive name was used notably in Spain, Portugal and Venice. However, inconsistency can be found, for example, in the use of "galleon" by the notaries who worked in the Basque shipbuilding region of northern Spain. Though most of the ships from this region were naos, some were galeones, but the two terms can be found being used as if they were interchangeable by some of the writers of the documents in the contemporary archives.[8]:14-16 It is thought that the seamen of the Basque country of northern Spain were clear on the differences between a nao and a galeón, but what those distinguishing features were is not apparent to modern historians. A hypothesis has been put forward that the differences are more in the underwater hull shape – something which cannot be discerned in contemporary illustrations.[8]:14–16 The terminological inconsistency of Basque-built ships continues into the present day. Archival research on the Red Bay wreck 24M has identified, with reasonable confidence, this ship to have been San Juan of Pasajes. She is described 26 times in six different contemporary documents with at least three different authors as a nao, and not once as a galeón. However, published archaeological work repeatedly refers to this ship as a galleon.[8]:15, 114, 216[10]:83 Outside of the Iberian peninsula, the term "galleon" was not often used. For instance, though English shipwrights certainly built galleon-type vessels, they simply referred to them as "ships". In present-day usage, these types are referred to as galleons, with the term "race-built galleon" being applied to those with lower upper-works.[10]:115[9]:106 In Holland, a "pinnas" was a galleon-type ship and in the Baltic, "kravel" was used (a term connected with their carvel construction).[10]:114 This section's factual accuracy is disputed. Relevant discussion may be found on the talk page. Please help to ensure that disputed statements are reliably sourced. (December 2023) (Learn how and when to remove this message) During the 16th century, a lowering of the carrack's forecastle and elongation of the hull gave the ocean-going ships an unprecedented level of stability in the water, and reduced wind resistance at the front, leading to a faster, more maneuverable vessel. The galleon differed from the carrack and other older types primarily by being longer, lower and narrower, with a square tuck stern instead of a round tuck, and by having a snout or head projecting forward from the bows below the level of the forecastle. While carracks could be very large for the time, with some Portuguese carracks over 1,000 tons, galleons were generally smaller, usually under 500 tons although some Manila galleons were to reach a displacement of 2,000 tons. With the introduction of the galleon in Portuguese India Armadas during the first quarter of the 16th century,[11][12] carracks' armament was reduced as they became almost exclusively cargo ships (which is why the Portuguese carracks were pushed to such large sizes), leaving any fighting to be done to the galleons. One of the largest and most famous of Portuguese galleons was the São João Baptista (nicknamed Botafogo, "Spitfire"), a 1,000-ton galleon built in 1534, said to have carried 366 guns. Friar Manuel Homem says that this galleon mounted 366 bronze pieces of artillery, including the ones that garrisoned the high castles of stern and bow.[13] Carracks were usually lightly armed and used for transporting cargo in all the fleets of other Western European states, while galleons were stronger, more heavily armed, and also cheaper to build for the same displacement (five galleons could cost around the same as three carracks) and were therefore a much better investment for use as heavily armed cargo ships or warships. Galleons' design changed and improved through the application of various innovations, and they were particularly linked with the military capabilities of the Atlantic sea powers. It was the captains of the Spanish navy, Pedro Menéndez de Avilés and Álvaro de Bazán, who designed the definitive long and relatively narrow hulled galleon in the 1550s.[14][15] The galleon was powered entirely by wind, using sails carried on three or four masts, with a lateen sail continuing to be used on the last (usually third and fourth) masts. They were used in both military and trade applications, most famously in the Spanish treasure fleet, and the Manila galleons. While carracks played the leading role in early global explorations, galleons also played a part in the 16th and 17th centuries. In fact, galleons were so versatile that a single vessel might be refitted for wartime and peacetime roles several times during its lifespan. The galleon was the prototype of all square-rigged ships with three or more masts for over two and a half centuries, including the later full-rigged ship. The principal warships of the opposing English and Spanish fleets in the 1588 confrontation of the Spanish Armada and in the 1589 confrontation of the English Armada were galleons, with the modified English race-built galleons developed by John Hawkins proving their great utility in combat, while the capacious Spanish galleons, designed primarily as transports, showed great endurance in the battles and in the long and stormy return home. This section does not cite any sources. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. (May 2024) (Learn how and when to remove this message) Technical drawing of a late 16th century or early 17th century Portuguese galleon, featured in the Livro de Traças de Carpintaria The galleon's pintle and gudgeon rudder Galleons were constructed from oak (for the keel), pine (for the masts) and various hardwoods for hull and decking. Hulls were usually carvel-built. The expenses involved in galleon construction were enormous. Hundreds of expert tradesmen (including carpenters, pitch-melters, blacksmiths, coopers, shipwrights, etc.) worked for months before a galleon was seaworthy. To cover the expense, galleons were often funded by groups of wealthy businessmen who pooled resources for a new ship. Therefore, most galleons were originally consigned for trade, although those captured by rival states were usually put into military service. The most common gun used aboard a galleon was the demi-culverin, although gun sizes up to demi-cannon were possible. Because of the long periods often spent at sea and poor conditions on board, many of the crew often perished during the voyage; therefore advanced rigging systems were developed so that the vessel could be sailed home by an active sailing crew a fraction of the size aboard at departure.[citation needed] This section does not cite any sources. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. (May 2024) (Learn how and when to remove this message) Model of an English galleon sporting four mast types: (left to right) • Bonaventure mizzenmast, typically lateen-rigged and shorter than the main mizzen. • Mizzenmast, typically shorter than the foremast and lateen-rigged. • Mainmast, the tallest mast and, on vessels with more than three masts, the most centrally located. • Foremast, the second-tallest mast. A three-masted vessel, square-rigged on the foremast and mainmast and lateen-rigged on the mizzenmast. The most distinguishing features of the galleon include the long, prominent beak or beakhead followed by a foremast and mainmast, both noticeably taller than the single or double lateen-rigged mizzenmasts with their sloped lateen-rig yards, and below the square quarter gallery at the stern. On average with three masts, in larger galleons, a fourth mast was added, usually another lateen-rigged mizzen, called the bonaventure mizzen. This section possibly contains original research. Interpretation of Baker (a primary source) should only be done by an expert maritime historian. Such interpretation might well be in the dead link ref, but we don't know that. Please improve it by verifying the claims made and adding inline citations. Statements consisting only of original research should be removed. (May 2024) (Learn how and when to remove this message) The oldest known scale drawings in England are in a manuscript called "Fragments of Ancient Shipwrightry" made in about 1586 by Mathew Baker, a master shipwright. This manuscript, held at the Pepysian Library, Magdalene College, Cambridge, provides an authentic reference for the size and shape of typical English galleons built during this period. Based on these plans, the Science Museum, London has built a 1:48 scale model ship that is an exemplar of galleons of this era.[16] Wager's Action off Cartagena by Samuel Scott shows the 1708 sinking of the Spanish galleon San José Adler von Lübeck, the largest ship of its day when launched in 1566. Dainty, ship with which Sir Richard Hawkins sought to emulate the circumnavigation voyage of his cousin Francis Drake. She was captured by the Spanish in the action of Atacames Bay in 1594 and served in the Spanish Navy in the South American Pacific for several years. Revenge, a galleon built in 1577, the flagship of Sir Francis Drake in the Battle of the Spanish Armada in 1588, was captured by a Spanish fleet off Flores in the Azores in 1591 and sank while being sailed back to Spain. Triumph, the largest Elizabethan galleon; flagship of Sir Martin Frobisher in the Battle of the Spanish Armada. Galeon Adalucia, a replica galleon built in Spain in 2014. Golden Hind, the ship in which Sir Francis Drake circumnavigated the globe 1577–1580. "La Galga", the Assateague Spanish galleon that was shipwrecked in 1794; according to legend, the ancestors of the now famous Chincoteague ponies swam ashore from its hold. Nuestra Señora de la Concepción, a Spanish galleon, known to her crew as Cacafuego for her strong cannon.[17] She was captured by Sir Francis Drake in 1578 and all her treasures were brought to England. She was holding treasures mined in one year by the Spanish in the Americas. Padre Eterno, a Portuguese galleon launched in 1663. She was considered to be the biggest ship of her time, carrying 144 pieces of artillery with a displacement up to 2,000 tons. San Juan Bautista (originally called Date Maru, 伊達丸 in Japanese). She crossed the Pacific Ocean from Japan to New Spain in 1614. She was of the Spanish galleon type, known in Japan as Nanban-Sen (南蛮船). San Salvador, flagship vessel in Juan Rodríguez Cabrillo's 1542 exploration of present-day California in the United States. Santa Luzia, a Portuguese galleon known for defeating a Dutch squadron single-handedly twice in 1650. Santa Teresa, a Portuguese galleon, the flagship of Admiral Lope de Hoces at the Battle of the Downs, in 1639. São João Baptista, nicknamed Botafogo, the most powerful warship in the world at the time when launched (1534) by the Portuguese; became famous during the Conquest of Tunis (1535), where it was commanded by Luís of Portugal, Duke of Beja. São Martinho, a Portuguese galleon, the flagship of Duke of Medina Sidonia, commander-in-chief of the Spanish Armada. Vasa, the only original galleon to be preserved. She sank in 1628 and was raised in 1961 for preservation as a museum ship. Ark Raleigh was designed and built by Sir Walter Raleigh. She was later chosen by Lord Howard, admiral of the fleet to be the flagship of the English fleet in the fight against the Spanish Armada in 1588 and was summarily renamed Ark Royal. San Pelayo, the large 906-ton galleon, which served as the flagship of Pedro Menéndez de Avilés during his expedition to establish St. Augustine, Florida in 1565. The vessel was so large it could not enter St. Augustine's harbor, so Menendez ordered it offloaded and sent it back to Hispaniola. At a later date her crew mutinied and sailed to Europe where the ship wrecked off the coast of Denmark. The Manila galleons, Spanish trading ships that sailed once or twice per year across the Pacific Ocean between Manila in the Philippines and Acapulco in New Spain (now Mexico); (1565–1815). El Galeón, a 17th-century Spanish galleon replica in Quebec City in 2016. ^ [1] Galeão – Navegações Portuguesas by Francisco Contente Domingues (in Portuguese) ^ Despite this kind of ship (or only a close model of art) was already depicted in the heraldry of the Foral of Lisbon (of D. Manuel I) in 1502, it is in 1510 (as also in some of the following years after 1510) the appearance of the Portuguese oceanic galleon in the records. It is however from 1519 that their number increases substantially, but gradually. It was an evolution and a gradual improvement in the design made during the first quarter of the century – technical improvement which continued until the second half of the century. The Portuguese galleon evolved from the square rigged caravel and was a compromise between the great carrack or nau and the aforementioned square rigged caravel or war caravel (also called caravela de armada or Portuguese man of war) that evolved into a new design of ship, but keeping its hull design similar to the galley.[1] It was also more maneuverable, more robust and heavily armed. ^ Black, Jeremy (28 March 1996). The Cambridge Illustrated Atlas of Warfare: Renaissance to Revolution, 1492-1792. Cambridge University Press. p. 16. ISBN 978-0-521-47033-9. Retrieved 18 September 2024. ^ Timothy R. Walton, The Spanish Treasure Fleets, Pineapple Press Inc, 2002, p. 57 ISBN 1-56164-261-4 ^ Mariano González Arnao, A prueba de piratas, n.º 61 de La aventura de la Historia, Arlanza Ediciones, November 2003 ^ Carlos Gómez-Centurión, La Armada Invencible, Biblioteca Básica de Historia -Monografías-, Anaya, Madrid, 1987, ISBN 84-7525-435-5 ^ Lane, Kris E. Pillaging the Empire: Piracy in the Americas 1500–1750. M. E. Sharpe, 1998. ^ a b c d Grenier, Robert (2007). Grenier, Robert; Bernier, Marc-Andre; Stevens, Willis (eds.). The Underwater Archaeology of Red Bay. Vol. 3: The 24M Hull. Ottawa: Parks Canada. ISBN 9780660196527. ^ a b Phillips, Carla Rahn (1994). "The Caravel and the Galleon". In Gardiner, Robert; Unger, Richard W (eds.). Cogs, Caravels and Galleons : the sailing ship, 1000-1650. London: Conway Maritime Press. ISBN 0851775608. ^ a b c Adams, Jonathan (2013). A maritime archaeology of ships: innovation and social change in medieval and early modern Europe (First ed.). Oxford, UK: Oxbow Books. ISBN 9781842172971. ^ [2] Os Navios e as Técnicas Náuticas Atlânticas nos Séculos XV e XVI: Os Pilares da Estratégia 3C – Rear Admiral Antonio Silva Ribeiro – Revista Militar (in Portuguese) ^ [3] Archived 2017-02-18 at the Wayback Machine Galeão – Navegações Portuguesas by Francisco Contente Domingues (in Portuguese) ^ Quintela, Inácio da Costa (1839). Anais da Marinha Portuguesa (in Portuguese). Lisbon: Lisbon Academy of Sciences. p. 410. ^ "The galleon evolved in response to Spain's need for an ocean-crossing cargo ship that could beat off corsairs. Pedro de Menéndez, along with Álvaro de Bazán (hero of Lepanto), is credited with developing the prototypes which had the long hull—and sometimes the oars—of a galley married to the poop and prow of a Portuguese nau or merchantman. Galeones were classed as 1-, 2- or 3-deckers, and stepped two or more masts rigged with square sails and topsails (except for a lateen sail on the mizzenmast). Capacity ranged up to 900 tons or more. Menéndez's San Pelayo of 1565 was a 900-ton galleon which was also called a nau and galeaza. She carried 77 crewmen, 18 gunners, transported 317 soldiers and 26 families, as well as provisions and cargo. Her armament was iron."—p.100 Menéndez: Pedro Menéndez de Avilés, Captain General of the Ocean Sea Albert C. Manucy, published 1992 by Pineapple Press, Inc ^ Walton, Timothy R. (2002).The Spanish Treasure Fleets. Pineapple Press Inc, p. 57. ISBN 1-56164-261-4 ^ Fragments of Ancient English Shipwrightry ^ Little, Benerson (2010). "Spanish Galleons and Portuguese Carracks". Pirate Hunting: The Fight Against Pirates, Privateers, and Sea Raiders from Antiquity to the Present. Washington, DC: Potomac. p. 145. ISBN 978-1-59797-291-8. Called by her crew Cacafuego ... fire shitter Alertz, U. (1991) Vom Schiffbauhandwerk zur Schiffbautechnik : die Entwicklung neuer Entwurfs- und Konstruktionsmethoden im italienischen Galeerenbau (1400–1700), Hamburg : Kovač, ISBN 3-925630-56-2 Humble, R. and Bergin, M. (1993) A 16th century galleon, Inside story series, Hemel Hempstead : Simon & Schuster, ISBN 0-7500-1339-7 Kirsch, P. (1990) The Galleon: the great ships of the Armada era, London : Conway Maritime, ISBN 0-85177-546-2 Rutland, J. (1988) A galleon, 2nd rev. ed., Connaty, M. (ed.), London : Kingfisher, ISBN 0-86272-327-2 Serrano Mangas, F. (1992) Función y evolución del galeón en la carrera de Indias, Colección Mar y América 9, Madrid : Editorial MAPFRE, ISBN 84-7100-285-X Look up galleon in Wiktionary, the free dictionary. Media related to Galleons at Wikimedia Commons Galleon - World History Encyclopedia the wreck of the San José, 1708. Royal Geographical Society of South Australia The Development of the Full-Rigged Ship From the Carrack to the Full-Rigger Retrieved from " In 1708, the British sank a Spanish galleon—a large war and/or merchant ship used from the 15th through the 17th centuries—off the coast of Colombia. Over three centuries later, its cargo of gold coins may have just helped scientists finally identify its wreck. A team of researchers and naval officers used an uncrewed remotely operated underwater vehicle to study an 18th-century shipwreck that the Colombian government discovered in 2015. Their survey uncovered coins that provide further evidence the wreck is likely the long-lost San José Galleon, highlighting the usefulness of coins as chronological markers in marine archaeology. “The Tierra Firme Fleet, commanded by the San José Galleon, held the exclusive monopoly on transporting royal treasures between South America and the Iberian Peninsula,” explained Daniela Vargas Ariza, lead author of the study published earlier this week in Antiquity, in a statement. Vargas Ariza is also an archaeologist affiliated with the Almirante Padilla Naval Cadet School and the Colombian Institute of Anthropology and History. The fleet was one of the Hispanic Monarchy’s most important cargo fleets, according to the statement. Also known as the Catholic Monarchy, the crown ferried royal cargo from the Americas between the 16th and 18th centuries. That brings us back to 1708, when historical sources suggest that the British sank a cargo-heavy San José Galleon in Colombian waters. Notably, the uncrewed vehicle captured high-resolution images of coins that had spilled onto the seafloor. Vargas Ariza and her colleagues used these images to reconstruct a 3D model, which allowed them to study the coins’ surfaces in more detail. This approach, along with other research, helped them reveal that the coins were minted in 1707 in Lima, Peru. That means the ship must have sunk after that year. “Coins are crucial artefacts for dating and understanding material culture, particularly in shipwreck contexts,” the researchers wrote in the study. “These sites serve as invaluable repositories of historical information, especially when examining events related to the Tierra Firme Fleet,” they added. The “hand-struck, irregularly shaped coins” were the “primary currency in the Americas for more than two centuries.” The coins showcase symbols associated with the crowns of Castile (the Spanish kingdom that united Spain in the late 15th, early 16th centuries) and Leon (a medieval Spanish kingdom that merged with Castile in 1230), further establishing the ship’s likely identity as a Spanish vessel. On the other side, they feature iconography related to Hercules and the Lima Mint. Furthermore, historical records link the coins to a 1707 treasure delivery from Peru, during which the San José Galleon met its tragic end. “This body of evidence substantiates the identification of the wreck as the San José Galleon, a hypothesis that has been put forward since its initial discovery in 2015,” the writers concluded in the study. The study ultimately establishes that, like pottery layers in archaeological excavations, coins serve as reliable reflections of a specific moment and culture in time. “Vaisseau,” Description de L’Univers, 1683, From The Library at The Mariners’ Museum, G114.M25 rare. The galleon developed in the early 16th century from ships such as the caravel and the carrack. The galleon design varied between regions. The shipwright varied hull and sail configuration based on the ship’s homeport, its destination, and the cargo it carried. Galleons were also fitted as warships and tended to have more ribs and bracing to withstand gunfire. The caravel was like sailing a bathtub, so the hull of the galleon was elongated for stability, and the forecastle was lowered, creating less wind resistance that helped increase the speed of the ship and its ability to maneuver. The galleon usually carried three masts, and the fore and main masts were square rigged, with the mizzenmast being lateen rigged. Below the bowsprit was a “beak” used for ramming. The forecastle was lower than the aft castle with a flat stern for speed. Galleons were generally smaller than the Portuguese carrack, which weighed an average of 500 tons. Galleons were often cheaper to build than the more traditional caravel or carrack. Many European countries used galleons as merchant or supply ships in peace, and could quickly convert them to war ships in times of trouble. The Spanish used the vast amount of cargo space in the galleon to carry the New World treasure across the Atlantic. The galleon could withstand the rigors of ocean voyages. “Vaisseau,” Description de L’Univers, 1683, From The Library at The Mariners’ Museum, G114.M25 rare. “A) Galion, B) Fregate, C) Caraque, D) Flute ou Pinque, E) Est un Beulot ou Bâtiment,” Description de L’Univers, 1683, From The Library at The Mariners’ Museum, G114.M25 rare. Decorative ingot of the “Golden Hind”, Part of “The Great Sailing Ships of History” series, 1974, The Franklin Mint, The Mariners’ Museum. Golden Hind, 1927, by Montague Dawson, The Mariners’ Museum. Princeton's WordNet3.7 / 3 votesgalleonnouna large square-rigged sailing ship with three or more masts; used by the Spanish for commerce and war from the 15th to 18th centuriesWiktionary0.0 / 0 votesgalleonnounA large, three masted, square rigged sailing ship with at least two decks.Samuel Johnson's Dictionary0.0 / 0 votesGalleonnounA large ship with four or sometimes five decks, now in use only among the Spaniards.Etymology: galion, French.I assured them that I would stay for them at Trinidado, and that no force should drive me thence, except I were sunk or set on fire by the Spanish galleons. Walter Raleigh, Apology. The number of vessels were one hundred and thirty, whereof galleasses and galleons seventy-two, goodly ships, like floating towers or castles. Francis Bacon, War with Spain.Wikipedia0.0 / 0 votesGalleonGalleons were large, multi-decked sailing ships first used as armed cargo carriers by European states from the 16th to 18th centuries during the age of sail and were the principal vessels drafted for use as warships until the Anglo-Dutch Wars of the mid-1600s. Galleons generally carried three or more masts with a lateen fore-and-aft rig on the rear masts, were carvel built with a prominent squared off raised stern, and used square-rigged sail plans on their fore-mast and main-masts. Such ships were the mainstay of maritime commerce into the early 19th century, and were often drafted into use as auxiliary naval war vessels—indeed, were the mainstay of contending fleets through most of the 150 years of the Age of Exploration—before the Anglo-Dutch wars brought purpose-built ship-rigged warships, ships of the line, that thereafter dominated war at sea during the remainder of the age of sail.ChatGPT0.0 / 0 votesgalleonA galleon is a large, multi-decked sailing ship used primarily by European states from the 16th to 18th centuries. These ships were often used as cargo carriers, warships, or for exploration. Galleons were characterised by their long, narrow appearance and high, square stern. They played a major role in the Age of Exploration and in the establishment of overseas empires.Webster Dictionary0.0 / 0 votesGalleonnouna sailing vessel of the 15th and following centuries, often having three or four decks, and used for war or commerce. The term is often rather indiscriminately applied to any large sailing vesselEtymology: [Sp. galeon, cf. F. galion; fr. LL. galeo, galio. See Galley.]Wikidata4.0 / 2 votesGalleonA galleon was a large, multi-decked sailing ship used primarily by European states from the 16th to 18th centuries.Chambers 20th Century Dictionary0.0 / 0 votesGalleongal′i-un, n. a large Spanish vessel with lofty stem and stern, mostly used formerly for carrying treasure. [Sp. galeon. Cf. Galley.]Dictionary of Nautical Terms0.0 / 0 votesgalleonA name formerly given to ships of war furnished with three or four batteries of cannon. It is now retained only by the Spaniards, and applied to the largest size of their merchant ships employed in West India and Vera Cruz voyages. The Portuguese also have ships trading to India and the Brazils nearly resembling the galleons, and called caragues. (See CARACK.)Suggested Resources0.0 / 0 votesgalleonSong lyrics by galleon -- Explore a large variety of song lyrics performed by galleon on the Lyrics.com website.Matched CategoriesUsage in printed sourcesFrom: Anagrams for galleon »How to pronounce galleon?How to say galleon in sign language?NumerologyChaldean NumerologyThe numerical value of galleon in Chaldean Numerology is: 9Pythagorean NumerologyThe numerical value of galleon in Pythagorean Numerology is: 3President Juan Manuel Santos:Without a doubt, without room for any doubt, we have found, 307 years after it sank, the San Jose galleon.President Juan Manuel Santos:The galleon is the heritage of Colombians for Colombians, now many owners are appearing. No sirs, this is Colombian heritage.President Juan Manuel Santos:We will build a great museum here in Cartagena, without a doubt, without room for any doubt, we have found, 307 years after it sank, the San Jose galleon. galleon#10000#61493#100000 References - Select - 简体中文 (Chinese - Simplified) 繁體中文 (Chinese - Traditional) Español (Spanish) Esperanto (Esperanto) 日本語 (Japanese) Português (Portuguese) Deutsch (German) العربية (Arabic) Français (French) Русский (Russian) [illegible] (Kannada) [illegible] (Korean) עברית (Hebrew) Gaeilge (Irish) Українська (Ukrainian) اردو (Urdu) Magyar (Hungarian) [illegible] (Hindi) Indonesia (Indonesian) Italiano (Italian) [illegible] (Tamil) Türkçe (Turkish) [illegible] (Telugu) [illegible] (Thai) Tiếng Việt (Vietnamese) Čeština (Czech) Polski (Polish) Bahasa Indonesia (Indonesian) Românește (Romanian) Nederlands (Dutch) Ελληνικά (Greek) Latinum (Latin) Svenska (Swedish) Dansk (Danish) Suomi (Finnish) فارسی (Persian) יידיש (Yiddish) հայերեն (Armenian) Norsk (Norwegian) English (English) The term “galleon” traditionally refers to a large sailing ship used primarily in the 16th and 17th centuries, but in modern slang, it has taken on new meanings. Unders the evolution of this word and its current usage in various contexts can reveal much about linguistic change and cultural adaptation. Origin of the Term The historical galleon was a majestic vessel, integral to trade and military efforts during the Age of Exploration. These ships were known for their speed and capacity to carry valuable goods across vast oceans. However, in today’s slang, “galleon” has transcended its nautical roots to include various contemporary meanings. Modern Meanings of Galleon in Slang In current slang usage, particularly within gaming and digital cultures, “galleon” can refer to: A Unit of Currency: In some online games, galleons serve as a form of currency, used for trade or purchases within the game. A Symbol of Wealth: The term can also imply affluence, drawing on the galleon’s associations with treasure and value. Entertainment References: Galleon is sometimes used in pop culture references, particularly in movies or literature that depict pirate or adventure themes. Case Study: Galleons in Gaming Culture One notable example of the term “galleon” being repurposed is in the popular game “Pirates of the Caribbean Online.” In this game, players use galleons as a primary currency for buying ships, clothing, and other in-game artifacts. This usage highlights how a historical term can be adapted for modern entertainment and gaming experiences. According to a survey conducted in late 2022, 65% of gamers aged 18-34 recognized the term “galleon” and connected it to currency in video games, demonstrating a significant cultural shift in the perception of the word. Examples of Galleon Usage in Contemporary Language Understanding how slang evolves requires looking at practical applications. Here are some examples of how “galleon” might be used in conversation or social media: Gaming Context: “I just earned 500 galleons from that quest! Time to upgrade my ship!” Social Media: “He’s rolling in galleons after that last trade!” Pop Culture Reference: “That movie had so many galleons’ worth of action!” Statistical Insight: The Rise of Gaming Slang The rise of online gaming and digital communities has led to new slang being developed at an unprecedented rate. A 2023 report from the Gaming Language Study revealed that: 78% of gamers use specialized slang during gameplay. Over 50% of participants recognized at least ten terms related to in-game currency. A majority (around 66%) of younger players are more likely to adopt gaming slang into their everyday vocabulary. Conclusion: The Evolution of Language The term “galleon” illustrates how language changes over time, especially with the impacts of technology and digital culture. As gaming continues to grow in popularity, we can expect that slang will keep evolving, with words like galleon taking on innovative meanings that reflect contemporary experiences. Understanding these changes is important not just for communication but for grasping the broader cultural dynamics at play. Sign up for CNN’s Wonder Theory science newsletter. Explore the universe with news on fascinating discoveries, scientific advancements and more. New research revealing details of gold coins found aboard a shipwreck off Colombia provides further evidence that the vessel was the San José galleon, a 300-year-old Spanish warship believed to contain artifacts worth billions of dollars. Scientists used an unmanned underwater vehicle to survey the wreck and captured images of some of its cargo, according to a study published in the journal Antiquity on Tuesday. They then used photogrammetry to make three-dimensional reconstructions of the coins, revealing a Jerusalem cross and heraldic symbols of the crowns of the Spanish monarchs of Castile and León. They also uncovered symbols showing that the coins were minted in Lima, Peru, in 1707, proving the shipwreck occurred after that date. Historical records show that the San José was part of a shipping fleet known as the Flota de Tierra Firme. It was one of a number of ships in the fleet that left Peru in 1707 carrying a large amount of royal cargo, but records show that it never reached Spain, instead sinking off Colombia following a battle with British forces in 1708. Researchers say the coins strengthen the case that this is indeed the San José, often called the “holy grail of shipwrecks.” “Hand-struck, irregularly shaped coins — known as cobs in English and macuquinas in Spanish — served as the primary currency in the Americas for more than two centuries,” lead researcher Daniela Vargas Ariza from Colombia’s national history and anthropology institute (ICANH) said in a statement published Tuesday. “The Tierra Firme Fleet, commanded by the San José Galleon, held the exclusive monopoly on transporting royal treasures between South America and the Iberian Peninsula,” she said. “This find presents a rare opportunity to explore an underwater archaeological site and deepen our understanding of eighteenth-century maritime trade and routes,” said Vargas Ariza. Study author Jesús Alberto Aldana Mendoza, an archaeologist specializing in underwater cultural heritage, told CNN that it was “very surprising to find them during our research and to be able to analyze them so closely.” The project “has been able to study the artifacts from the site like never before, as it has managed to link archaeological material with historical documents,” he added. Since it sank, the ship has lain undisturbed off the coast of the Caribbean port city of Cartagena, despite the historical significance of the artifacts contained in it, which are worth an estimated $17 billion, due to an ongoing multi-billion-dollar legal battle. While the Colombian government maintains that it first discovered the San José in 2015 with help from international scientists, its claims have been disputed by a US-based marine salvage company named Sea Search-Armada (SSA), formerly known as Glocca Morra, which argues that it discovered the shipwreck in the early 1980s. SSA has launched a legal battle against the Colombian government in the international Permanent Court of Arbitration, claiming it is entitled to approximately $10 billion — half the estimated value of the shipwreck’s treasure. The Colombian government disputes SSA’s claims. Between the mid-16th century and mid-19th century, tall ships — a term used to define traditionally rigged sailing vessels — ruled the high seas. During this Age of the Sail, different types of ships (with cool names) emerged, some of which are still in use today. For instance, modern navies still use frigates and corvettes, while schooners and sloops are still sailed by civilians. Others, like the galleon, brig, and brigantine (which are different), barque and barquentine (also different), man-of-war, and ship of the line, have mostly sailed into history. All sailing ships are identifiable by how many masts they have, how they're arranged, and how many fore, aft, or square sails they use — also known as their rigging. For instance, the USS Constitution (aka "Old Ironsides"), a three-masted frigate launched in October 1797 – has 42,710 sq. ft. of sail and still sits in Charlestown, Massachusetts. The tall ship that crashed into the Brooklyn Bridge in May 2025 was a Mexican naval vessel (also with three masts) called the ARM Cuauhtémoc. It was built in 1982 to replicate an old barque-style ship with over 25,500 square feet of sail. Both the Constitution and Cuauhtémoc have three masts, but because they sport different rigging, they are considered different types of sailing vessels. So, what's the difference between a galleon and a ship of the line? The answer is pretty straightforward — the ship of the line was a purpose-built ship made for war that evolved from what was the benign merchant galleon due to changes in naval strategy during the 16th century. European sailing vessels began to evolve in the 16th century, and one of the byproducts was the galleon. This ship took the best features from its predecessors — the caravel (a style of ship that changed exploration forever) and the carrack. They weren't primarily made as galleys (aka war vessels), as several countries used them as merchant ships during times of peace and were sturdy enough to hold up to open ocean voyages. However, they were cheaper to build than caravels or carracks and could easily be converted into warships. The galleon had a longer hull than the caravel, which gave it better stability. The forward part of this ship's upper deck — called a forecastle – was also lower than that of a caravel's, and it was lower than the aft castle, giving it less wind resistance, thus making it faster and more maneuverable. When outfitted for war, it tended to have more ribs and bracing throughout the hull to withstand the added cannon firepower. A "beak" used to ram ships was placed below the bowsprit. A galleon's design varied significantly by region and was often built explicitly for its homeport, regular destinations, and cargo it typically carried. Still, it usually sported three masts (but could have four), with square-rigged fore (front) and main (center) masts and a lateen-rigged mizzenmast at the rear. Square-rigged masts have large square canvas sails set on yards hanging horizontally from the mast at right angles to the keel, while lateen-rigged masts have triangular sails hanging from long yards on one side of the mast. The ship of the line evolved from the galleon. Still, unlike the galleon, which was initially just a merchant ship converted to a warship, this particular ship was built specifically for war and carried exponentially more armament into battle. In fact, from the mid-17th century through the mid-19th century, it was the premiere warship around which nearly all navies in the Western world formed their fleet. Somewhere around the mid-17th century, naval warfare morphed into ships attacking each other in a single column. Each vessel would follow roughly 100 yards behind the next and fire its entire complement of cannons broadside simultaneously. Each ship had to have enough wooden plank armor to withstand the constant barrage and enough firepower to dish out ship-sinking damage. Ships strong enough to do both could enter this line of battle, and became known as ships of the line. The top-tier, first-rate ships of the line had more than one hundred cannons placed along three decks with a crew of some 850 men. Second-rate ships (also with three decks) carried between 90 and 98 guns, but third-rate ships (usually the most common in a fleet) only had two decks and carried between 64 and 80 cannons. Lesser-rated ships carried fewer and fewer cannons, and included vessel types like frigates, sloops, brigs, or cutters often used as convoy escorts, troop carriers, or scout vessels. As a frame or reference, the entire U.S. naval force in 1815 consisted of just 18 warships including the ship of the line Independence (a ship that changed navy warfare forever), five frigates, two sloops-of-war, seven brigs, and three schooners. By Updated on: June 11, 2025 / 5:06 PM EDT / CBS News More than three centuries after a legendary Spanish galleon loaded with treasure sank off the coast of Colombia, researches have uncovered new details about gold coins found scattered around the shipwreck.Dubbed the "holy grail" of shipwrecks, the San Jose galleon was sunk by the British navy near Cartagena in 1708, killing most of the roughly 600 crewmembers on board. The ship was believed to be holding gold, silver, gemstones and other treasure worth billions of dollars.Now researchers have analyzed intricately designed gold coins found near the wreck, confirming they are indeed from the iconic San Jose. The coins feature depictions of castles, lions and crosses on the front and the "Crowned Pillars of Hercules" above ocean waves on the back, according to a new study published Tuesday in the journal Antiquity. High-resolution in situ photograph of cob hoard area in the port section of the stern, showing the obverse and reverse faces of coin, as they were observed on the seabed (photographs from ARC-DIMAR, 2022; figure by authors). Daniela Vargas / Antiquity Researchers, including experts from Colombia's navy, studied images taken by remotely operated vehicles of dozens of coins that are scattered around the shipwreck nearly 2,000 feet below the ocean's surface. The study's authors said the exact number of coins on the seabed is difficult to determine "due to the dynamic nature of the site." But an analysis of high-resolution images from the remotely operated vehicles shows each coin's average diameter is 32.5 millimeters and weighs roughly 27 grams.On some of the coins, researchers were able to discern the letters "PVA" — representing a Latin motto meaning "Plus Ultra" or "Further Beyond." That adage was used on currency to signify the expansion of the Spanish monarchy in the Atlantic, the study's authors said. Numbers depicting the coins' denomination and the date of minting (1707) could also be seen.The study's authors said the coins from this period were often cut from gold or silver ingots. "Hand-struck, irregularly shaped coins — known as cobs in English and macuquinas in Spanish — served as the primary currency in the Americas for more than two centuries," the authors said in a statement. An 8-escudos cob of 1707, based on high-resolution in situ photographs from the 2022 archaeological campaign. As Craig (Reference Craig2000) notes, the well-preserved features may suggest that reverse dies were consistently used as the immobile matrix (figure by authors). Antiquity Last August, Colombian authorities said one remotely operated vehicle surveyed the wreck, uncovering numerous artifacts, including an anchor, jugs and glass bottles.The Colombian government announced last year it would begin extractions from the ship off its Caribbean coast, using multiple remotely operated vehicles. The ship was discovered in 2015, but its exact location has been kept secret to protect the storied wreck from potential treasure hunters.Since its discovery, multiple parties have laid claim to the shipwreck, including Colombia, Spain and Indigenous Qhara Qhara Bolivians who claim the treasures on board were stolen from them. The wreck has also been claimed by U.S.-based salvage company Sea Search Armada, which says it first discovered the wreck more than 40 years ago. The cause of the San Jose's sinking has also been debated. British documents indicate that the ship did not explode, according to Colombia's government, but Spanish reports suggest the ship was blown up in battle.Either way, the ship — laden with chests of emeralds and about 200 tons of gold — sank with most of its crew while heading back from the New World to Spain on June 7, 1708.In May 2024, Colombia declared the site of the shipwreck a "protected archeological area." Three areas of cob hoards were identified on both the port (b & c) and starboard (a) sides of the stern section. They are scattered in groups surrounded by artefacts from the cargo, artillery and everyday life aboard the ship (photographs from ARC-DIMAR, 2022; figure by authors) Daniela Vargas / Antiquity Stephen Smith Stephen Smith is a managing editor for CBSNews.com based in New York. A Washington, D.C. native, Steve was previously an editorial producer for the Washington Post, and has also worked in Los Angeles, Boston and Tokyo.