

VENUS af Marstal

Sales Specification

Foreningen Neptun, Marstal

April 2026

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VENUS af Marstal

Topsail Schooner · Built 1900 · 33 m

126 years of continuous sailing history



Figure 1: Venus at anchor near the chalk cliffs of Møn, Denmark

Project sale

120,000 EUR (900,000 DKR)

Lying in Aalborg, Denmark · Available for inspection summer 2026

www.schoonervenues.com

Executive summary

VENUS af Marstal is sailing Dutch heritage with 126 years of continuous service. Built in 1900 by J.J. Pattje & Zoon at Waterhuizen, Holland, she is one of the few surviving flat-bottomed steel cargo schooners from the North Sea and Baltic trade era. Today she is a topsail schooner with **700 m² of sail area distributed across 13 sails**, a commercial-grade tall ship sold as a project for the right steward.

Top arguments

1. **Sailing heritage**, 126-year-old Dutch flat-bottomed cargo schooner. One of the few survivors of her type. Known under her German cargo period as *Weißer Schwan*, the White Swan.
2. **Commercial-grade tall ship at project price**. 120,000 EUR (900,000 DKK) for a vessel that sailed commercially only a few years ago and can be returned to that standard. Fully restored and operational, she is valued at a minimum of 3.5 million DKK.
3. **126 years of documented provenance**. Every owner period mapped. Major reconstruction in 1977 and comprehensive 1983 conversion. Recent hull thickness measurements on file.
4. **Complete commercial-grade safety equipment in place**. Fixed firefighting in engine room, fire alarm throughout, EPIRB, SART, 2 life rafts, 20 SOLAS-approved lifevests with lights, double emergency exit. (Testing and service part of the remaining work.)
5. **Substantial capacity**: 1983 design with 6 cabins / 16 berths, 2 galleys, salon, master cabin, crew area. Suitable for commercial charter, sail training, or substantial private operation.
6. **Active maintenance**. Significant resources invested over the past year. Engine service just completed; battery bank fully renewed April 2025.
7. **Available for inspection** in Aalborg throughout the summer of 2026.

1. The vessel

VENUS af Marstal carries 126 years of continuous sailing history. She was built in 1900 by **J.J. Pattje & Zoon** at Waterhuizen in the Dutch province of Groningen, one of the oldest continuous shipyards in Northern Holland, traceable back to 1778. Constructed as a flat-bottomed steel cargo schooner for German owners, she is among the few surviving vessels of her type from the North Sea and Baltic trade era.

Under her German cargo identity she became known as *Weißer Schwan*, the White Swan. The hull is described in the Historischer Hafen Flensburg archive as “*gesunder anmutiger Rumpf mit scharfen Enden*”, a sound and graceful hull with sharp ends.

Today she is a topsail schooner with **700 m² of sail area distributed across 13 sails**, a commercial-grade tall ship, offered as a project for the right steward.



Figure 2: Venus under full sail

2. Provenance, 7 names, 5 owner eras

Year	Identity	Event
1900	Adelheit	Built by J.J. Pattje & Zoon, Waterhuizen, NL. Flat-bottomed steel cargo schooner for North Sea and Baltic trade
1910	Adelheit	Acquired by J. Noldt of Hohenhorst, registered in Hamburg. Earned the nickname <i>Weißer Schwan</i>
1943	Adelheit	First diesel engine installed during the Second World War
1953-1977	Antje Adelheit	Family Junge of Rellingen. One of the last traditional coastal vessels still in active service in North Frisia
1977	Adelheit van Enkhuizen	Sold to the Netherlands. Hull stripped, major sections reconstructed in original form
1983	—	Comprehensive conversion to passenger topsail schooner. New rig, lee-boards replaced with bilge keels and ballast keel added (transforming her from shallow-water to sea-going), full passenger fit-out 6 cabins / 16 berths, captain's deckhouse, professional galley, central heating
1984-2017	Bisschop van Arkel	30+ years in Dutch charter fleet, sailing the Baltic and North Sea
2007	Bisschop van Arkel	Lost both masts in an accident in Swedish waters. Complete new steel masts and rigging fitted same year
2009	Bisschop van Arkel	Main engine (Volvo Penta TD100) overhauled

Year	Identity	Event
2018-2024	Bishop's Horizon	Acquired by Swedish owners. Sail training from the Gothenburg archipelago. Registered with Sail Training International as Class B vessel under Maltese flag
2025-present	VENUS af Marstal	Acquired by foreningen Neptun in Marstal, Denmark

Detailed coverage of the 1983 conversion is published in M.J. Kusters, “*De Schoener Bisschop van Arkel, witte charter-zwaan*”, *Spiegel der Zeilvaart* 1/1985. Pattje shipyard history is documented in Speld, Kruidhof & Post, *Dwars in het Winschoterdiep: Scheepswerf Pattje Waterhuizen, 1778-1998* (Profiel, Bedum, 1998).

3. Recent investments and upgrades

Year	Investment
2004	Fuel tanks renewed: 2,500 L in two tanks
2007	Complete new steel rig and masts after mast loss in Swedish waters
2009	Main engine (Volvo Penta TD100, 200 HP) overhauled
2010	New main sail winches
2013	Mastervolt battery charger installed
2015	New topgallants and topsails
2025	Battery bank fully renewed (2× Varta Promotive Silver 12V 225 Ah, brand new April 2025)
2026	Engine service just completed; fresh oil and filters on board

4. Specifications

Dimensions and hull

Parameter	Value
Length overall (LOA)	33.00 m / ~108 ft
Length between perpendiculars (LPP)	23.9 m
Beam	5.70 m
Draft	2.00 m
BRT	66
Sail area	700 m ² across 13 sails
Mast heights	25 m and 26 m, steel (replaced 2007)
Hull material	Steel; bilge keels and ballast keel added 1983
Year built	1900
Shipyard	J.J. Pattje & Zoon, Waterhuizen, Holland

Propulsion and tanks

Parameter	Value
Main engine	Volvo Penta TD100, 200 HP / 147 kW
Engine number	ZZ991605
Last major overhaul	2009
Last service	Just completed; fresh oil and filters on board
Shaft and propeller	Fixed propeller with gearbox
Bilge pump	Fixed installation, controlled from engine room
Generator	Mitsubishi 3-cyl. driving GENCO alternator, 220V, single-phase
Fuel	2,500 L in 2 tanks (renewed 2004)
Fresh water	5,000 L in 2 stainless steel tanks
Black water	Approx. 2,000 L
Top speed	9 knots

Electrical

Parameter	Value
Bus voltage	12V / 24V / 230V
Battery bank	24V, 225 Ah
Batteries	2 × Varta Promotive Silver 12V 225 Ah, in series
Battery age	Brand new, bought April 2025
Expandability	Up to 8 additional batteries of the same type
Shore power	16 A

Parameter	Value
Inverter	Victron
Battery charger	Mastervolt (separate, installed 2013)

Navigation electronics

- Radar
- AIS
- NAVTEX
- VHF (fixed and handheld; older equipment)
- 2 magnetic compasses (one in binnacle, one portable)
- Navigation charts included with the sale

No chartplotter, no autopilot, no depth sounder, no log, no wind instruments.

Safety equipment (commercial-grade, all in place)

- Fixed firefighting system in engine room
- Fire alarm system throughout the vessel
- EPIRB
- SART
- Flares
- 2 life rafts
- **20 SOLAS-approved lifevests with lights**
- Man-overboard equipment on board
- First aid equipment on board
- Survival suit (1)
- Fixed bilge pump (controlled from engine room)
- Double emergency exit from cabins

Safety systems are physically in place to commercial-shipping standard, but **testing and service are not current**. Test and service are part of the remaining work the buyer should plan for.

Accommodation (1983 design)

- 6 cabins / 16 berths
- Salon with galley
- Master cabin
- Crew area
- 5 toilets
- Two galleys (main galley in salon and crew galley aft)

The current physical state differs from the 1983 layout: the section between salon and aft (one cabin plus bathroom) has been stripped and is under renovation, and the aft crew galley currently serves as a workshop.

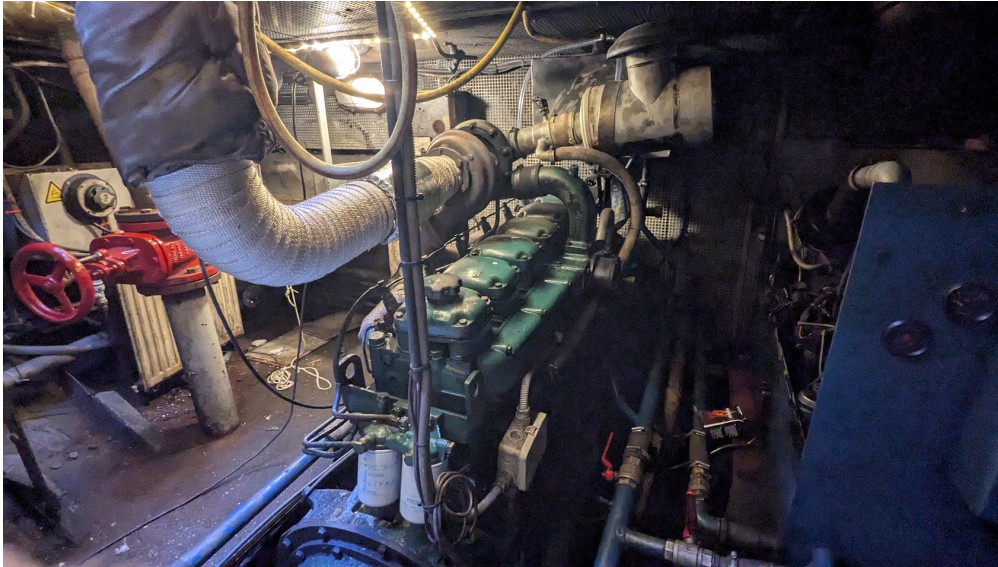


Figure 3: The engine: Volvo Penta TD100, 200 HP, overhauled 2009

5. Full equipment list

Sails and rigging

- 13 sails, 700 m² total
- Sail types: square sails, gaff sails, and staysails
- Yards in good condition
- Steel masts, 25 m and 26 m (fitted 2007)
- Complete topsail schooner rig (replaced 2007)
- Main sail winches (renewed 2010)
- New topgallants and topsails (2015)

Deck and ground tackle

- Anchor windlass: manual, working, due for overhaul
- 2 anchors
- Full set of mooring lines (square-braided)

Engine room

- Main engine: Volvo Penta TD100, 200 HP / 147 kW (overhauled 2009; service just completed, fresh oil and filters on board)
- Shaft and propeller: fixed propeller with gearbox
- Generator: Mitsubishi 3-cyl. driving GENCO alternator, 220V, single-phase
- Fuel: 2,500 L in 2 tanks (renewed 2004)
- Fixed bilge pump, controlled from the engine room

Electrical

- Bus voltage: 12V / 24V / 230V

- Battery bank: 24V, 225 Ah. 2 × Varta Promotive Silver 12V 225 Ah, in series. **Brand new, bought April 2025.** Expandable with 8 additional batteries
- Shore power connection: 16 A
- Inverter: Victron
- Battery charger: Mastervolt (separate, installed 2013)

Navigation and communications

- Radar
- AIS
- NAVTEX
- VHF (fixed and handheld)
- 2 magnetic compasses (one in binnacle, one portable)
- Navigation charts included

Safety

- Fixed firefighting system in engine room
- Fire alarm system throughout the vessel
- EPIRB
- SART
- Flares
- 2 life rafts
- 20 SOLAS-approved lifevests with lights
- Man-overboard equipment
- First aid equipment
- 1 survival suit
- Fixed bilge pump
- Double emergency exit

Spares and inventory

- Substantial inventory of spares, equipment, and extras (detailed inventory available at viewing)

6. Current condition, said honestly

VENUS is a project, not a turn-key vessel. Buyers should expect defects and ongoing renovation; this is reflected in the price and is part of what makes the price attainable.

What runs

- Main engine
- Generator
- Heating system

In place but requiring testing and service

- The full commercial-grade fire and safety systems

Currently offline

- Several ship systems are offline and are being brought back online by the current owner

Stripped or under renovation



Figure 4: The aft galley currently serves as a workshop

- The section between salon and aft (one cabin plus bathroom) has been stripped and is under renovation
- The aft galley currently functions as a workshop

7. Major work areas the buyer should plan for

Area	Required
Rigging	Service required
Steel work	Required
Wood work	Maintenance, with replacement in some areas
Interior renovation	Completion of stripped sections, plus general
Deck winches	Service required
Safety systems	Testing and service of all installed systems
Electrical system	Service required

She sailed commercially only a few years ago and can be returned to that standard. Fully restored and operational, she is valued at a minimum of **3.5 million DKK**; the project price of **120,000 EUR (900,000 DKK)** reflects the remaining work.

8. Registration and documentation

Registration

Currently registered as a **leisure vessel** in the Danish Ship Registry (DIS) at **66 BRT**, classified as **under 24 metres** (the under-24-m classification is based on LPP 23.9 m, not LOA). Commercial registration is available to the buyer in the flag state of choice.

Documentation on file

- Internal compiled provenance package (February 2026)
- *Spiegel der Zeilvaart* 1/1985 article on the 1983 conversion
- Pattje shipyard history (Speld, Kruidhof & Post, 1998)
- Sail Training International registration from the Bishop's Horizon era
- Historischer Hafen Flensburg archive entry
- Recent hull thickness measurements
- German insurance currently in force

9. What is included with the sale

- Full sail wardrobe (13 sails, 700 m²)
- Lines and rigging
- Complete inventory
- Substantial spares, equipment, and extras
- The vessel's established website and brand are **transferred with the sale**
- The seller's full tall-ship operating and maintenance knowledge: handover includes the knowledge, not only the vessel

10. Who she is for

A steward of sailing heritage. A heritage foundation, a preservation society, a commercial charter or sail-training operator, or a private individual with tall-ship experience and a multi-year vision. The right buyer is not purchasing a boat, they are taking on the stewardship of a piece of maritime history.

11. Practical and contact

Price

120,000 EUR (900,000 DKR), firm. The price is not open to negotiation; it already sits well below operational market value because she is a project.

Position and inspection

- **Home port:** Marstal, Ærø, Denmark
- **Currently lying:** Aalborg, available for inspection throughout the summer of 2026
- **Pre-purchase survey:** Potential buyers may put the vessel on the slip for inspection at their own initiative and at their own expense, solely.

Contact

- **Website:** www.schoonervenus.com (transferred with the sale)
- **Video, Venus under sail Hobro to Aalborg, April 2026:** youtube.com/watch?v=KWecGvXytbc
- **Email:** andersbischoff@gmail.com
- **WhatsApp / phone:** +45 60 60 36 29

12. Additional photographs



Figure 5: Deck overview



Figure 6: Forward deck



Figure 7: Charthouse



Figure 8: Entrance to interior



Figure 9: Salon



Figure 10: Master cabin



Figure 11: Forward cabin

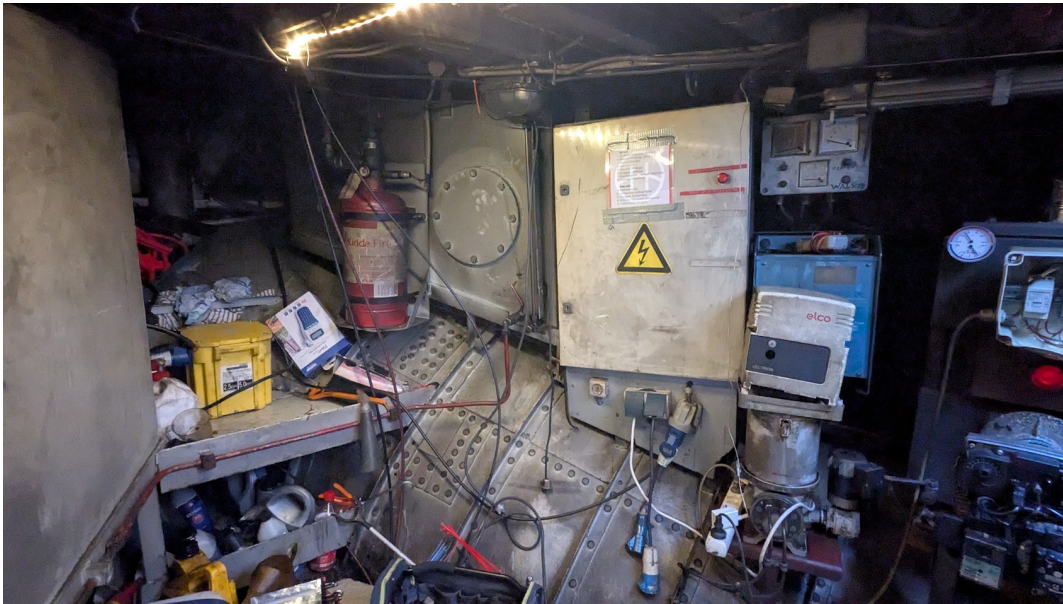


Figure 12: Engine room

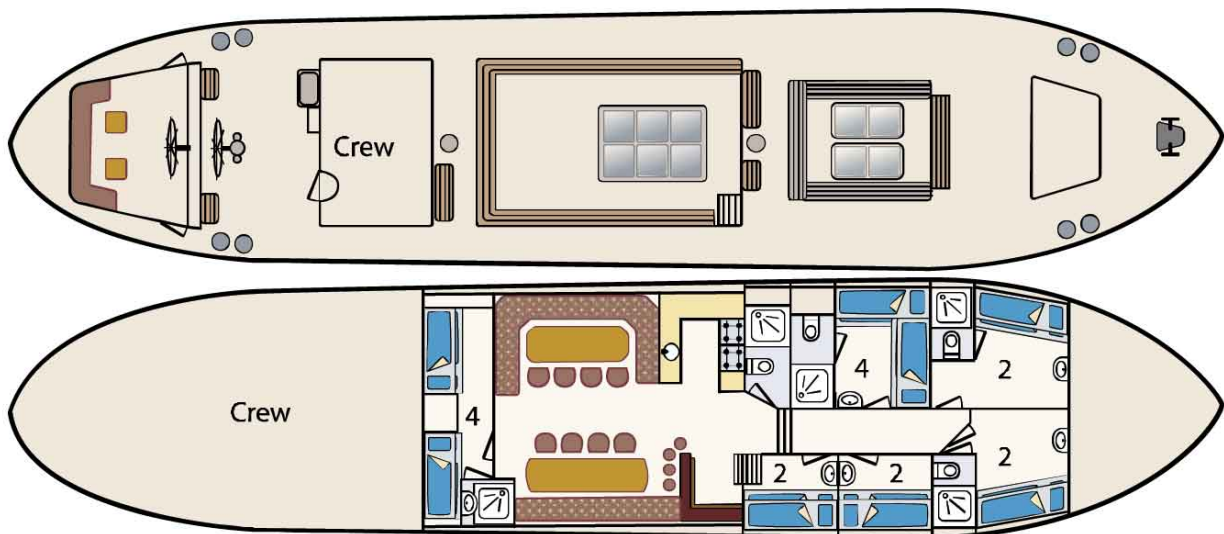


Figure 13: Arrangement drawings: deck plan and below-deck layout



Figure 14: Currently lying in Aalborg, summer 2026

Sources

Detailed source materials and full provenance documentation are made available to serious buyers.

- **Spiegel der Zeilvaart 1/1985:** Kusters, M.J., “De Schoener Bisschop van Arkel, witte charter-zwaan”, p. 14
- **Pattje shipyard history:** Speld, G., Kruidhof, B. & Post, F., *Dwars in het Winschoterdiep: Scheepswerf Pattje Waterhuizen, 1778-1998* (Profiel, Bedum, 1998; ISBN 9052941661)
- **Historischer Hafen Flensburg:** archive entry on the Adelheit / Antje Adelheit / Bisschop van Arkel
- **Sail Training International:** vessel profile from the Bishop’s Horizon era
- **MarineTraffic / Danish Ship Registry:** current AIS data and registration

Prepared by Foreningen Neptun, Marstal · April 2026

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