BLUEWATER CATAMARAN · FOR SALE

ZOË

Simpson 1201 · built 1989 professionally by Henze Boatyard, Germany

A wood and epoxy catamaran that has been home to our family of six for almost nine years, and carried us 20,000 nautical miles from Greece to French Polynesia.

42 ft	20,000	3 + 1	2026	€119,000
LENGTH	NAUTICAL MILES	CABINS	LAST REFIT	ASKING PRICE



THE BOAT

Nine years of home

Zoë is a Simpson 1201 design, built in 1989 by the renowned Henze boatyard in Germany, a yard that is still building today. She is constructed in wood and epoxy, with cedar strip-planked hulls and a plywood deck: light, strong and beautifully quiet under way. Every surface on the outside is sheathed in glass. That makes her stronger, and the elasticity of the epoxied glass takes up the natural movement of the wood.

For almost nine years she has been the home of our family of six. She is a reliable, strong and fast boat, easy to handle even single-handed and forgiving on a long passage. Her sleek hulls slip through the water and make miles feel effortless.

We keep her constantly in the very best shape, maintaining and improving her professionally, without pause.

She is the boat that taught our children the ocean.

AT A GLANCE

DESIGN Simpson 1201	BUILT 1989 · Henze
LENGTH OVERALL 42 ft	BEAM 21 ft
DRAFT 3.3 ft	AIR DRAFT 52 ft
CONSTRUCTION Wood / epoxy	LYING Tahiti

THE VOYAGE

From the Aegean to the South Pacific

Twenty thousand nautical miles under the keel, and the finest cruising ground we have ever found waiting at the end of them.



We sailed Zoë from Greece across the Atlantic, through the Caribbean, the Bahamas, Honduras and Guatemala to the San Blas, and on across the Pacific to French Polynesia.

French Polynesia is, for us, the best sailing ground in the world, and friends who have sailed everywhere say the same. We love it more than Europe, more than the Lesser Antilles, more than San Blas, more even than the Bahamas. This is where the voyage arrived.

Zoë is, as people keep telling us, a real beauty - slender lines, pure white, with laser-cut stainless steel surrounds to her windows. None of it is by accident. The pure white is deliberate, dropping her surface temperature noticeably under a tropical sun.

The stainless window surrounds are not only handsome; they protect the window bedding, and it took us a few iterations to get it exactly right. We tried to make everything pretty, but on Zoë form always follows function.

We would dearly love to keep her. She is reliable, strong and fast, and she has never let us down. But our four children are growing quickly, and Zoë, with her lovely slim hulls, has simply become too small for us. And by chance we found a bigger catamaran in Tahiti, just as old and so just as solidly built.

We lived aboard Zoë until the beginning of September, the six of us, and everything on this page was in daily use until we stepped off. We know of nothing major waiting for the next owner.

Zoë is ready to cross oceans. You could step aboard tomorrow and sail her to New Zealand or anywhere you like.

SELF-SUFFICIENT

Built for independence

Solar arranged for intake at any point of sail, paired with a reliable water maker, lets Zoë stay out for as long as you like. Webasto propane heating keeps her comfortable well south of the tropics.

2000 W

Solar across transom, bimini and deck

800 Ah

LiFePO4 lithium, two banks for redundancy

18.5 gal/h

Water maker running off the solar

3000 W

Victron MultiPlus inverter / 120 A charger

THE REFIT

Rebuilt to cross oceans

We spent years in shipyards around the world bringing Zoë up to true bluewater standard.



Our longest stretch in a yard was in southern Spain, through the Covid years. There we stripped the whole deck and cockpit back and laid on around 2,150 sqft of new glass. The aluminium toerails had corroded, so we replaced them the whole way round, another big job. We also built a hardtop and a new platform at the transom, and fitted the water maker, the lithium batteries and the first 800 W of solar. The trampolines came from that yard too, black mesh so the water shows through.

In Saint-Martin we hauled out to fair the hulls and renew the antifouling, and built a pair of sugarscoops for easy boarding and swimming. And, because of a longer waterline, this made Zoë even faster.

In Guatemala we rebuilt both rudders from scratch after finding pitting corrosion in the stainless rudder shafts, replacing them with the best duplex stainless we could source from the US: Aquamet 22, so the new shafts will hopefully last forever. We rebuilt the mast base in solid teak and stepped the mast again alongside a barge in the Rio Dulce. We rebuilt the engine controls. We overhauled the whole hydraulic steering system.

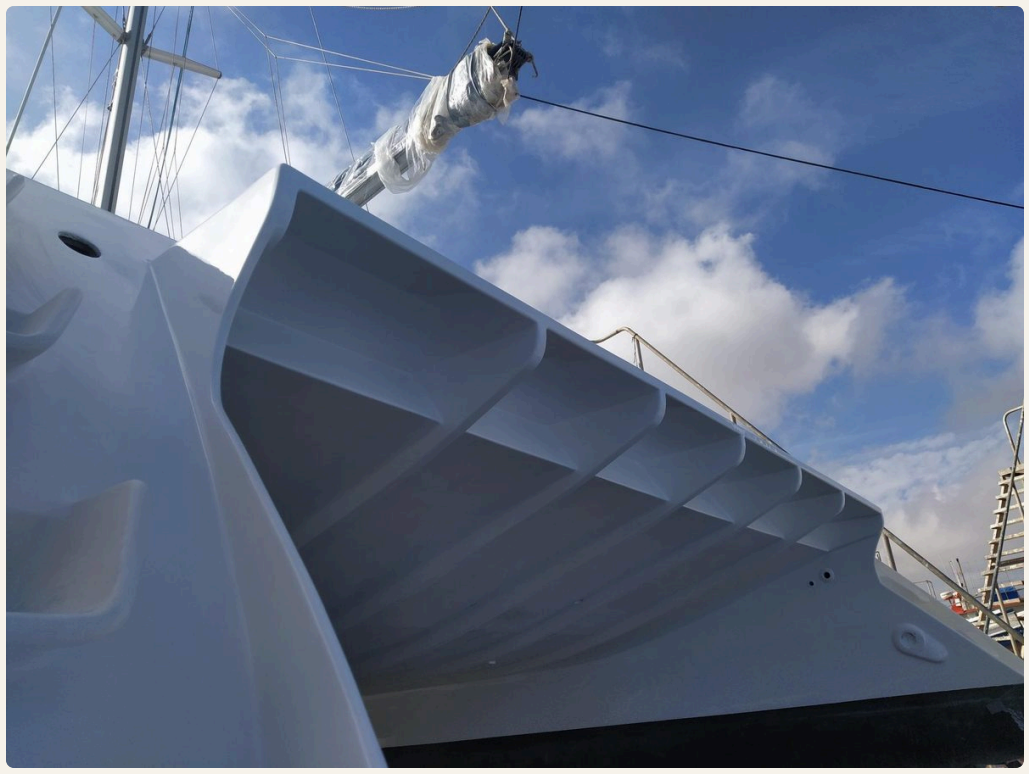
On the passage from the Rio Dulce to the San Blas we hit a floating tree trunk. The damage to the starboard bow was small, a good sign of how solidly she is built. We hauled out quickly at Linton Bay Marina, Panama, and repaired and refaired the bow. While she was ashore we fitted a keel cooler for the freezer.

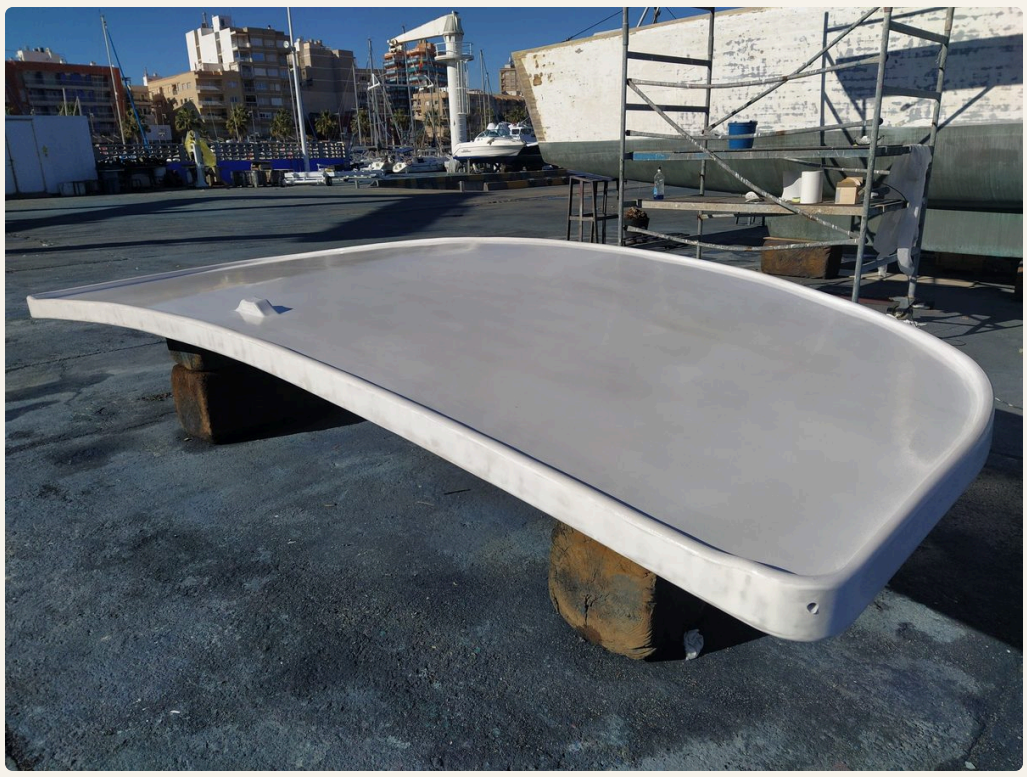
We do all of this work ourselves, professionally and thoroughly. It takes longer, but the end result is worth it, and nothing here is cosmetic. Every part of it was done to go to sea, and much was tested straight away on the Pacific crossing.

In 2026 we hauled out one last time, at the yard in Raiatea, and left Zoë ashore while we went to visit friends and family. We came back at the end of August to put on the fresh antifouling. Nothing needed fixing, only new outer saildrive rubbers, and then we sailed her back to Tahiti upwind, in a cross sea: close to 10 ft of swell from the south, steep wind waves from the east. Through it she held 7 knots at 35 degrees to 20 knots of apparent wind. She goes to her next owner freshly painted below the waterline.

SOUTHERN SPAIN · 2020-2022 · DECK, TOERAILS, HARDTOP AND PLATFORM







SAINT-MARTIN · 2024 · HAUL-OUT, FAIRING AND SUGARSCOOPS





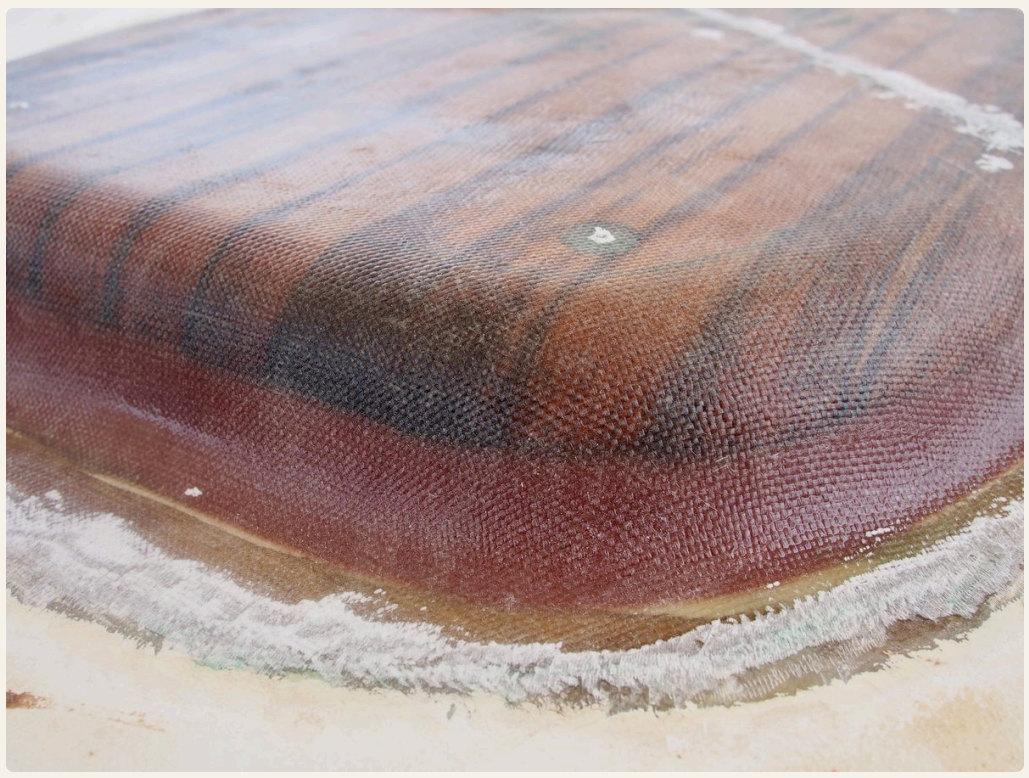






RIO DULCE, GUATEMALA · 2024 · MAST, RUDDERS AND SYSTEMS


















RPM
X100
KUS
RPM
X100
KUS





The orange is our own epoxy primer, pigmented red so any scratch through the antifouling shows at once.







SAN BLAS, PANAMA · 2025 · WASHING MACHINE INSTALLED







GAMBIER, FRENCH POLYNESIA · 2026 · RIG WORK, ALSO DONE OURSELVES



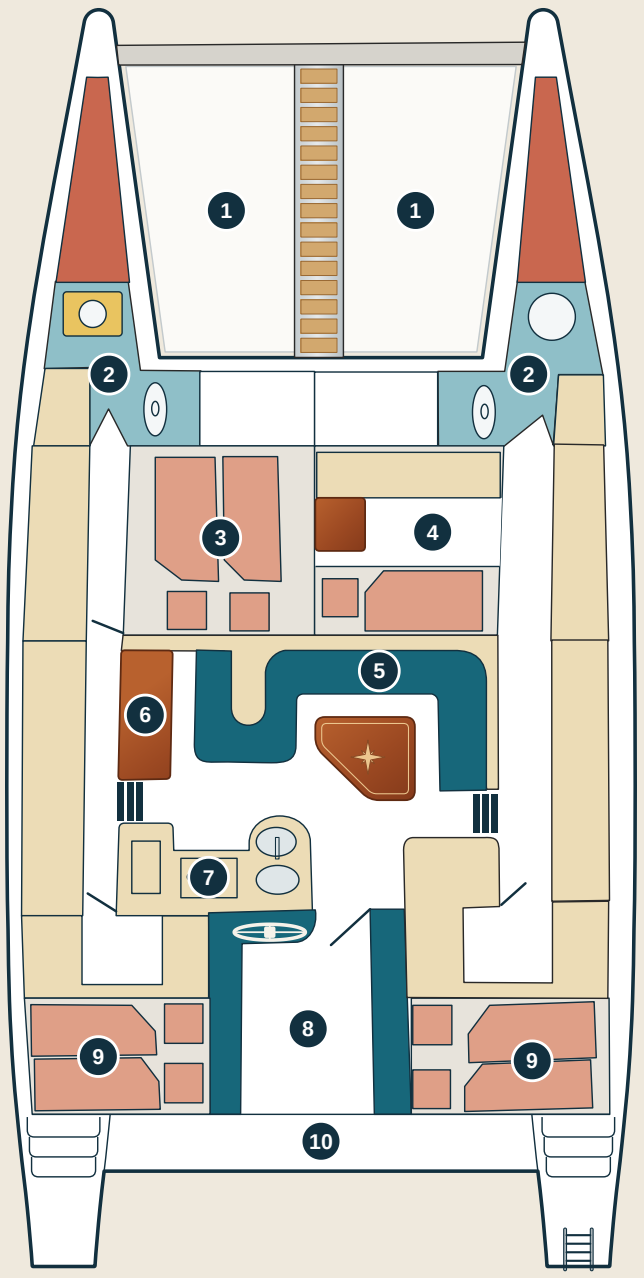


RAIATEA, FRENCH POLYNESIA · 2026 · OUTER SAILDRIVE RUBBERS AND FRESH ANTIFOULING



LAYOUT

Three doubles and a single



Seen from above, bows at the top and port on the left. Overall 42 ft long and 21 ft wide. The plan is based on an old drawing made from paper cutouts, so the dimensions are approximate.

1. Trampolines, and down the middle a removable aluminium gangway with wooden boards across
2. Heads, one in each hull, with the washing machine to port
3. Owner's cabin
4. Atelier, with the single berth and the freezer
5. Saloon
6. Chart table
7. Galley, with the fridge on the hull side
8. Cockpit with a fold-down table, and the helm
9. Aft cabins, one in each hull
10. Platform and sugarscoops, with the swim ladder to starboard

Zoë today

We took every photograph in this section in October 2026, and they show Zoë honestly, as she is today. We have painted the galley and the saloon and varnished much of the woodwork. Finishing the renovation is a task for the new owner. The upholstery inside is tired and due for replacement; the cockpit upholstery is in good order.

SALOON



The saloon and the galley, freshly painted





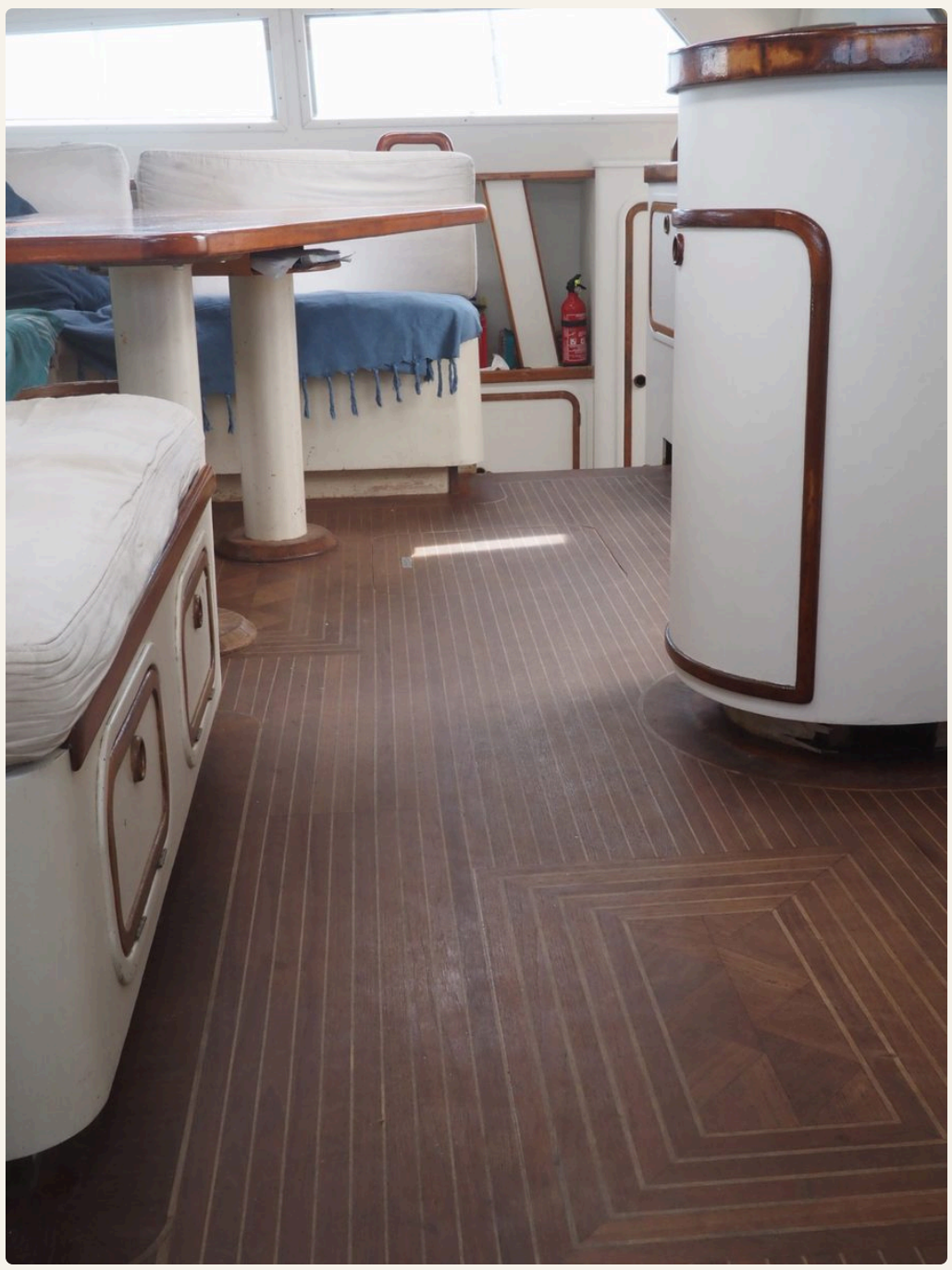






SALOON SOLE







GALLEY



The galley, freshly painted












GARMIN
SIMRAD


GARMIN
SIMRAD


victron energy
BLUE POWER
charger
mains on
bulk
absorption
float
charger only
off
on
inverter
inverter on
overload
low battery
temperature
current limit
multi control
Rc1
Wasser
phillippi

PORT HULL





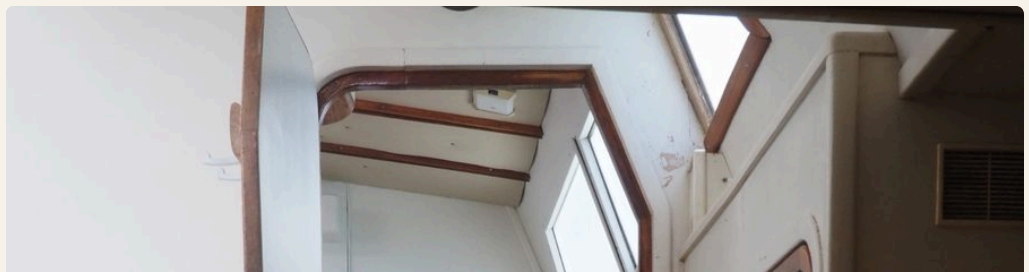


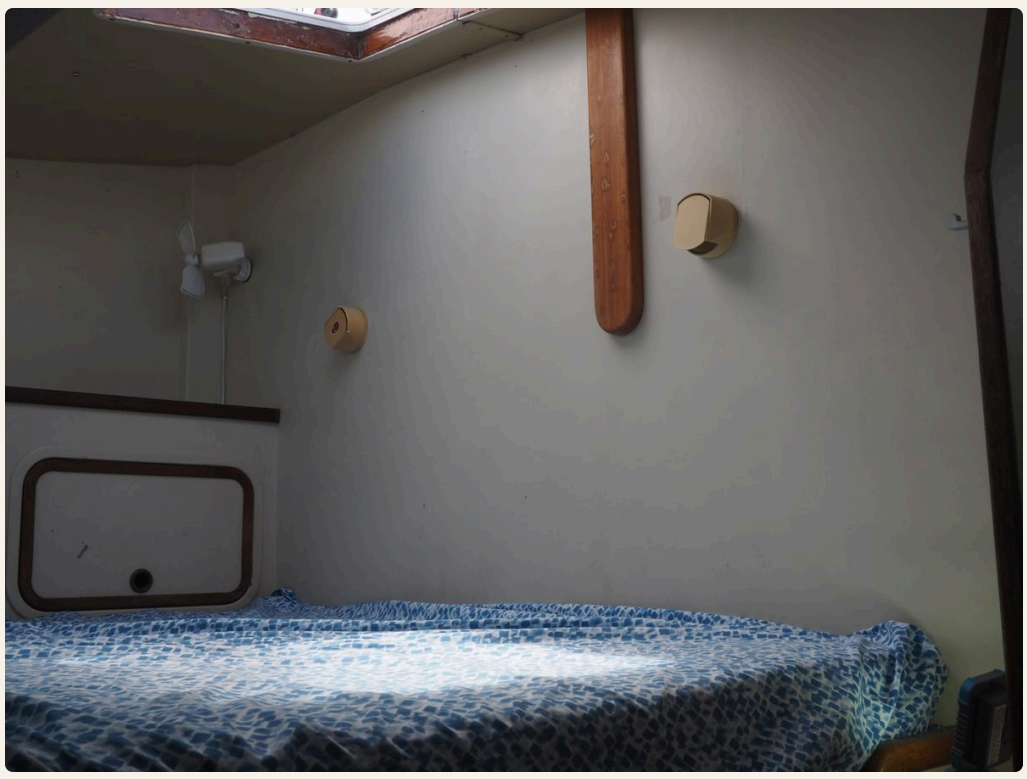


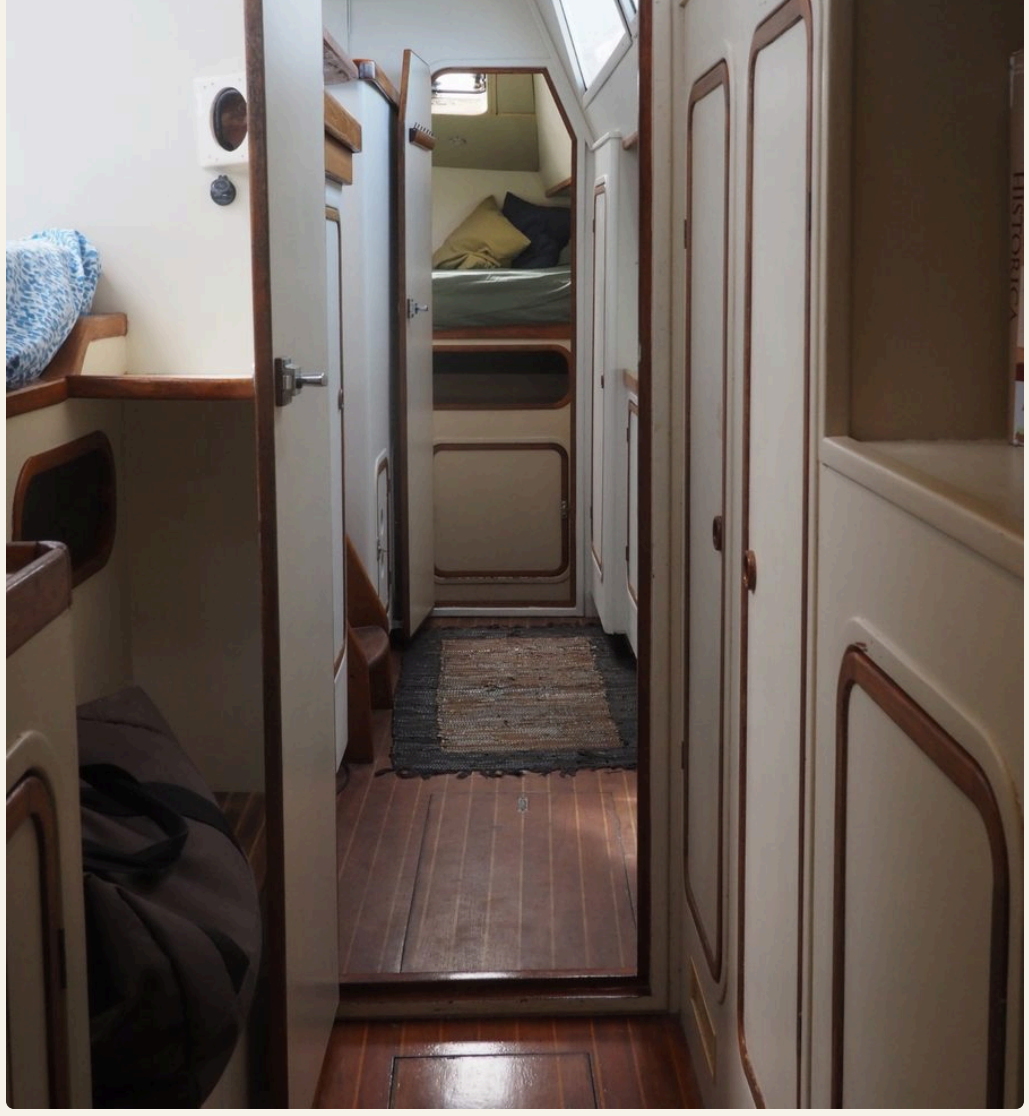


OWNER'S CABIN









STARBOARD HULL









One of the many frames we varnished





The cabins still need to be painted

ATELIER, WITH THE SINGLE BERTH







The freezer, an Isotherm CR 63 F Inox

COCKPIT







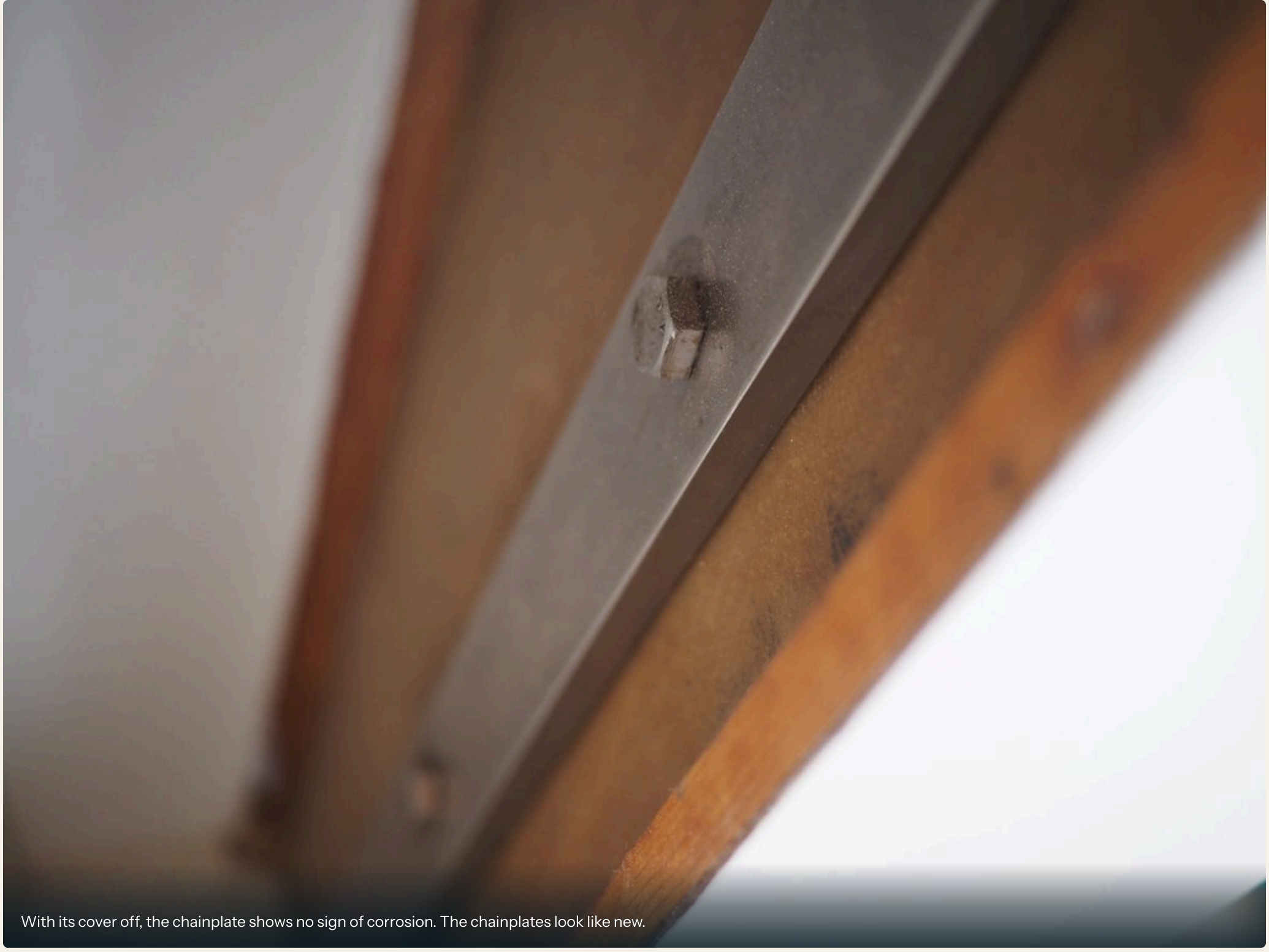
DECK, RIGGING AND CHAINPLATES











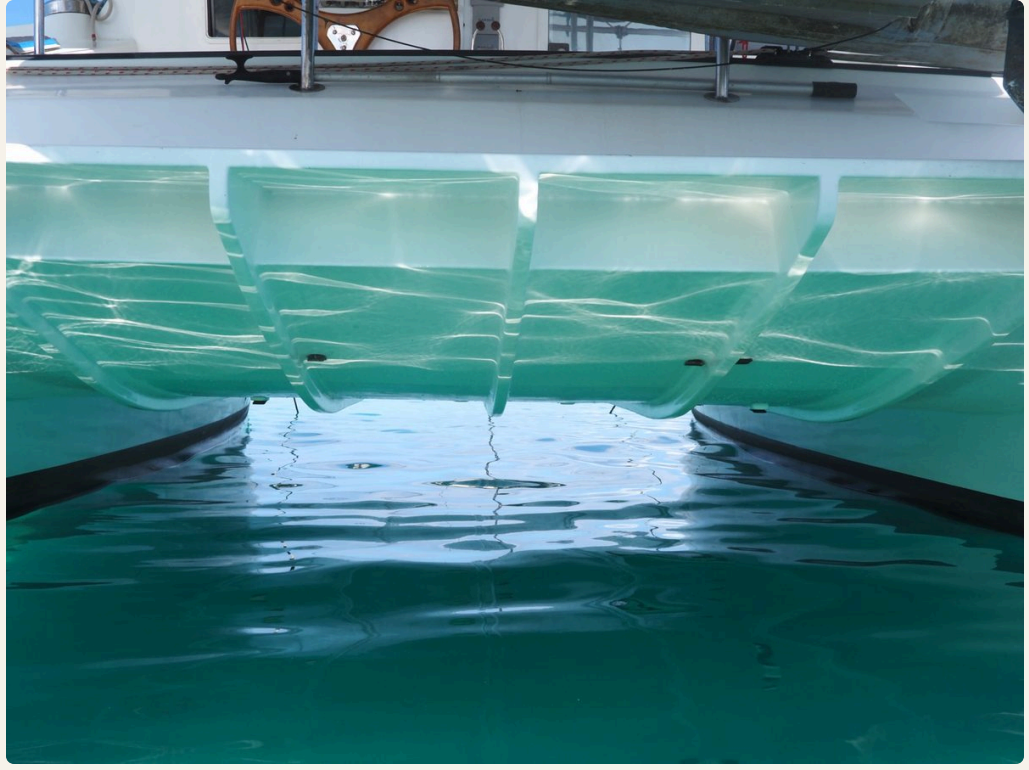
With its cover off, the chainplate shows no sign of corrosion. The chainplates look like new.

HULLS AND BRIDGEDECK · 30 OCTOBER 2026

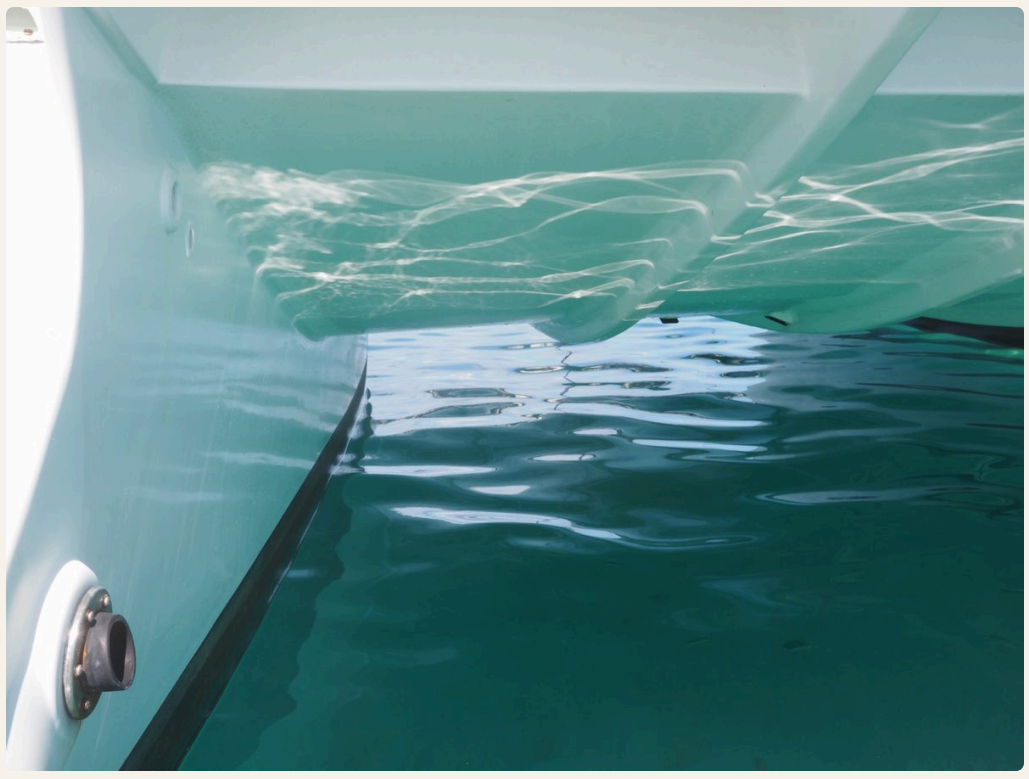




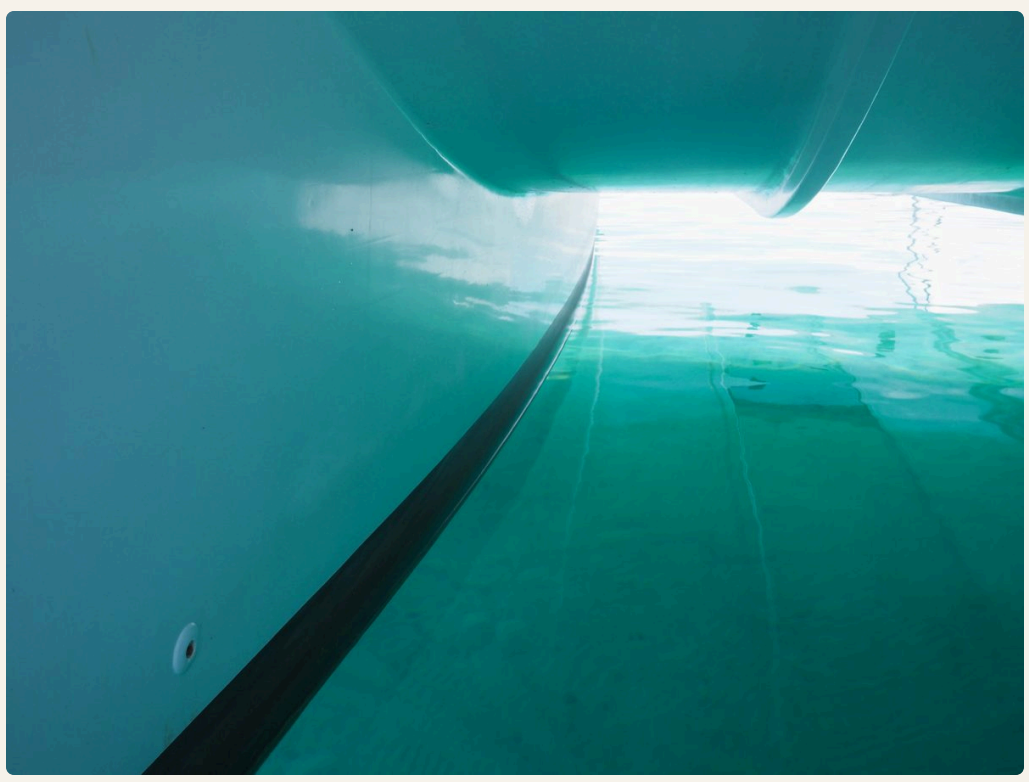

Zoe

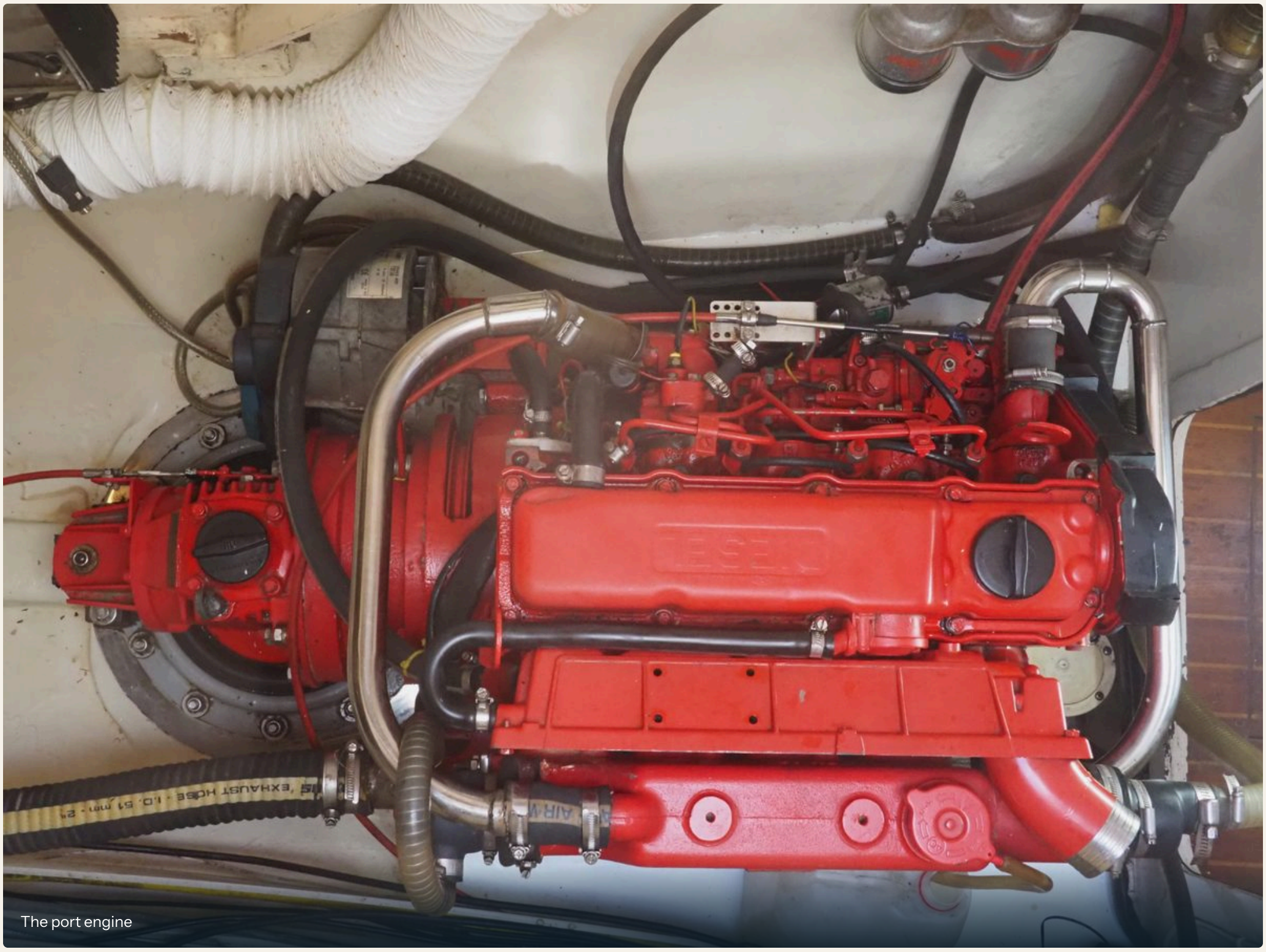






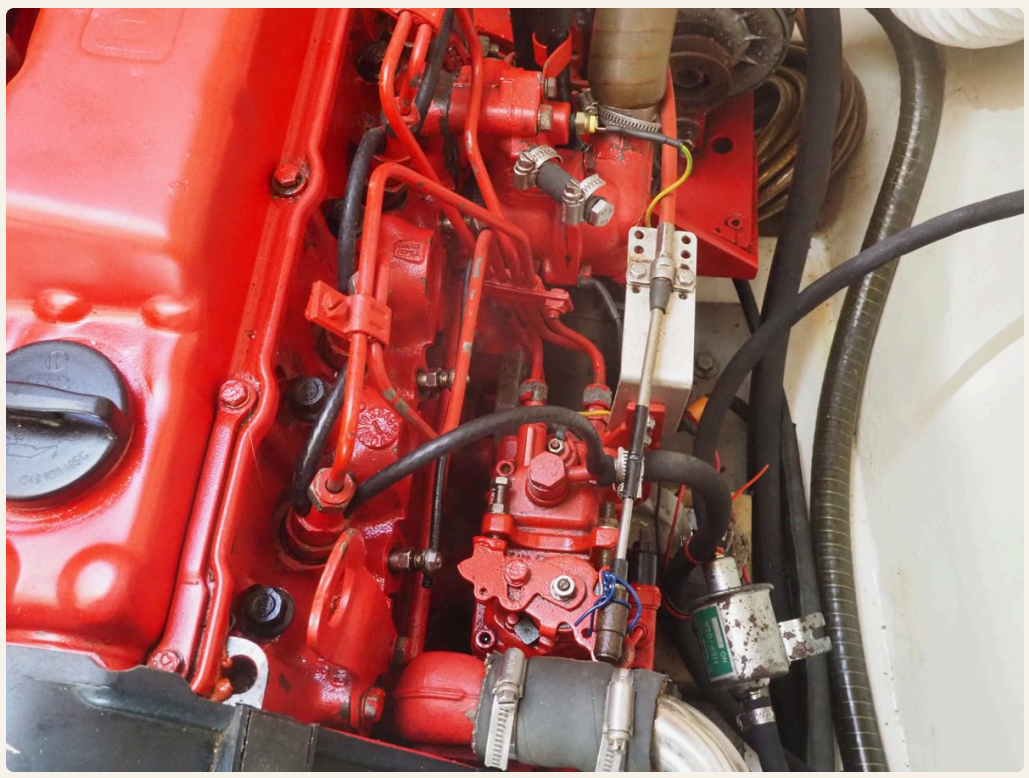


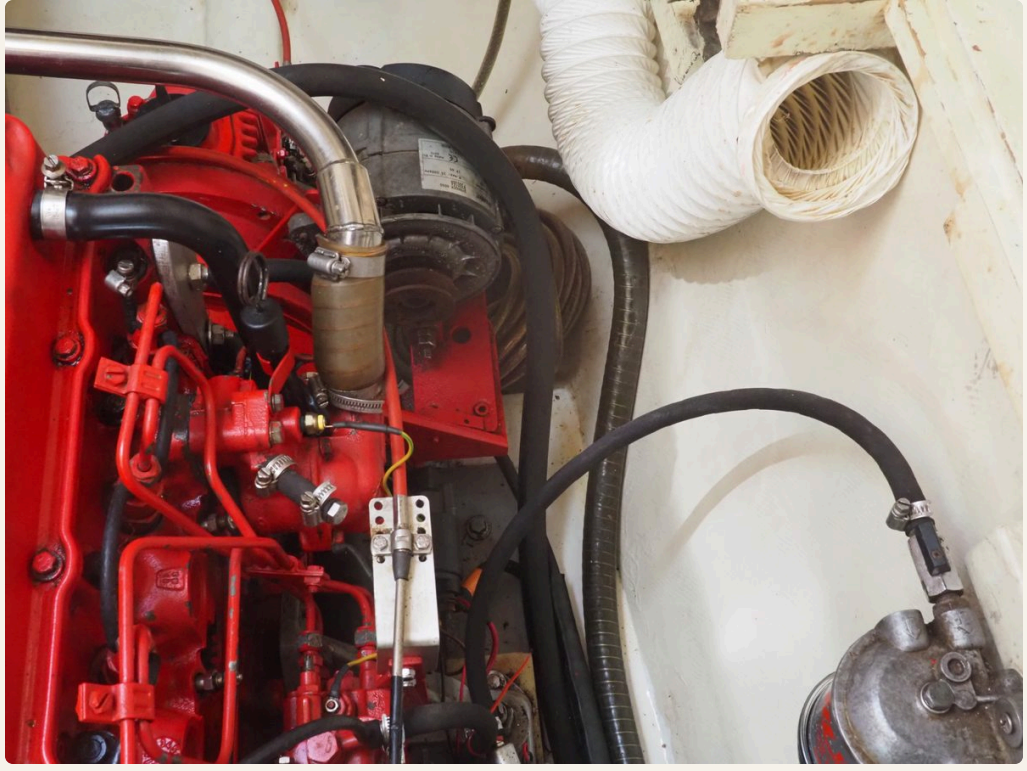




The port engine



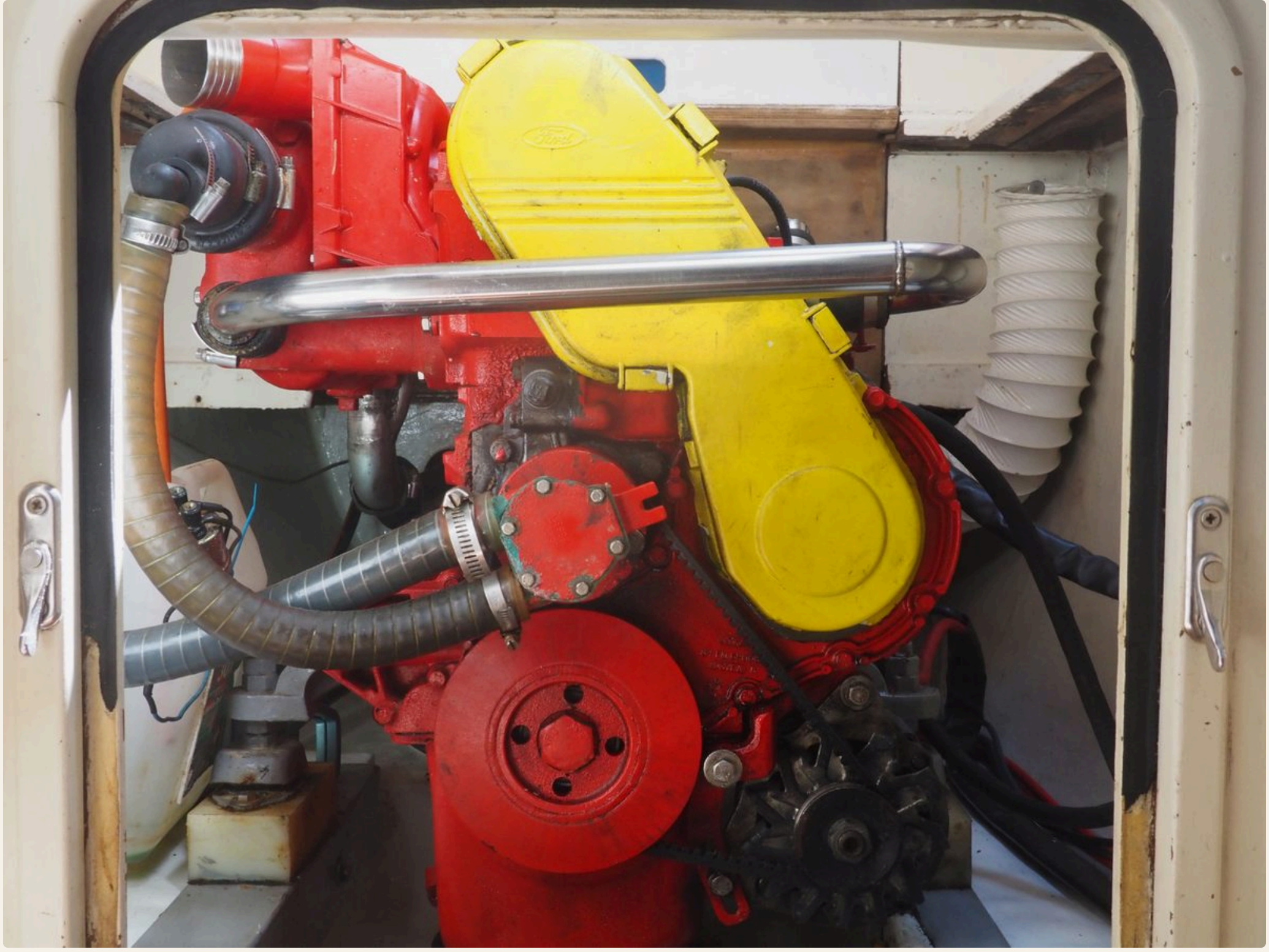








The starboard engine



THE DETAIL

Full specifications

Everything aboard, listed in full. Dates show when equipment was last renewed or added.

01 Dimensions

Length overall	42 ft
Beam	21 ft
Draft	3.3 ft
Air draft	52 ft
Dry weight	7.2 t

02 Accommodation

Double cabins	3
Berths	Owner's 4 ft 11 in, two aft 4 ft 7 in
Single berth	1 × 2 ft 7 in, in the Atelier
Heads	1 electric

03 Sails

Mainsail	506 sqft heavy Hydranet
Genoa	377 sqft heavy Hydranet
Gennaker	840 sqft on bowsprit furler
Spinnaker	1,292 sqft
Spinnaker	1,184 sqft

Main and genoa both heavy Hydranet, in very good condition. The gennaker's lightweight UV strip is due for replacement; the material for the repair is already aboard.

Both spinnakers are second hand and patched, and the cloth on both still crackles nicely. We have a snuffer aboard.

04 Rigging

Main shrouds	Replaced 2026
Standing rigging	From 2016
Mast base	Rebuilt in teak, 2024
Winches	Andersen stainless, 2 × 56, 1 × 46, 3 × 40

05 Engines

Engines	2 × 54 hp Ford LT, 1.6 L diesel, marinised by Bowman
Drives	Volvo 120S saildrives
Saildrive diaphragms	Replaced in Tunisia, 2019
Propellers	Brunton Autoprop, self-pitching
Controls	Rebuilt 2024
Starter batteries	Both renewed in Saint-Martin, 2024

Original engines, rebuilt and repainted in 2019 and 2022, well maintained throughout. Oversized for a boat of this size, with power to spare, and the Brunton Autoprops self-pitch for top efficiency under sail and full torque when it is needed. She comes with a deep spares kit, down to a complete spare saildrive.

The Volvo 120S drives take their oil change afloat, so a service can be done at anchor. The saildrive diaphragms were replaced in Tunisia in 2019, and the outer rubbers again at Raiatea in 2026.

06 Steering

System	Hynautic hydraulic
Ram and console	Hynautic, ram on the port rudder
Rudder linkage	Stainless bar, pin release
Emergency tiller	Two deck posts
Overhaul	Whole system, 2024

The ram drives the port rudder and a stainless steel bar inside the boat links it to the starboard one. Pulling a single pin releases the linkage, so a jammed starboard rudder leaves her steering on port alone. Both rudder posts come up through the deck and take the emergency tiller.

The Hynautic ram and the steering console were both fully serviced in Guatemala.

A spare hydraulic pump for the autopilot is kept aboard.

07 Electronics

Instruments	Garmin, TD 50 display in the cockpit
Chartplotter	Garmin
Autopilot	Garmin Reactor 40 hydraulic, GHC 50 at the helm
Radar	Garmin
AIS	Simrad
VHF	Icom
Starlink	Fixed antenna, 12 V

Autopilot, wind sensor, log and depth sounder, main instruments and the VHF were replaced in 2025 before our Pacific crossing. All instruments are optimised for interoperability and fully functional.

The fixed Starlink antenna runs on 12 V, converted from mains to draw less power off the batteries.

08 Electrics & power

Solar	2000 W total
Panels	All rigid, latest fitted 2026
Batteries	800 Ah LiFePO4
Inverter / charger	Victron 3000 W / 120 A
Generator	Hyundai 2000 W portable
AC voltage	230 V
Switch panel	Philippi

Winston cells wired as two banks for redundancy. Solar spread across transom, bimini and deck for intake at any point of sail. Battery and Victron system all 2022; the Philippi switch panel is cleanly wired.

09 Galley & appliances

Fridge	8.8 cu ft water-cooled
Freezer	Isotherm CR 63 F Inox, 2.2 cu ft, keel-cooled
Washing machine	11 lb (2025)
Cooking	Portable induction cooktop
Heating	Webasto propane

Two-burner Force 10 gas stove and oven aboard for redundancy.

The Webasto heating runs on propane as well, so Zoë stays comfortable well outside the tropics: a European winter, or New Zealand and further south.

10 Water maker

Unit	Seawater Pro (2022)
Power	12 V off the solar
Output	18.5 US gal per hour

The pump was replaced in 2025 before the big crossing; the old pump is kept aboard as a spare.

11 Tanks & storage

Diesel	2 × 48 US gal
Water	79 US gal
Holding tank	~16 US gal

The starboard tank was converted to storage (our "beer bilge") and can be returned to a tank at any time. With the water maker there is little need to carry water, and the bimini is rigged to catch rain efficiently.

In all Zoë has 114 lockers, bilge spaces and cubbies - surprisingly ample storage.

12 Construction

Hulls	1.2 in cedar strip / epoxy
Deck	Plywood, re-glassed, ~2,150 sqft
Trampolines	Black mesh, renewed in Spain
Insulation	Styrodur in every deckhead
Keels	Long, sacrificial
Rudders	Protected by skegs
Through-hulls	TruDesign composite

The 1.2 in cedar hulls give genuine impact security, and the long keels give great stability under sail. The keels are sacrificial and the rudders are protected by skegs, so a grounding is taken by parts designed to absorb it.

The deck and cockpit were re-glassed in southern Spain, then faired and painted. The outside carries glass everywhere.

Custom hardtop, new transom platform and sugarscoops, and aluminium toerails renewed all round.

Every deckhead is insulated with Styrodur board between the timber battens, joints taped, and the wiring runs behind removable panels on lever connectors. It keeps the cabins cooler in the tropics and holds the condensation down in colder latitudes.

The through-hulls are TruDesign composite, so there is nothing below the waterline to corrode.

13 Tender

Dinghy	9.5 ft aluminium RIB
Outboard	15 hp Yamaha two-stroke

The RIB is tired and due for replacement. The Yamaha is old by choice - we picked the oldest two-stroke we could find for its reliability - but in good health, and powerful enough to get all six of us plus the groceries up and planing.

14 Ground tackle

Primary anchor	84 lb Bügel
Chain	295 ft × 3/8 in
Secondary anchor	Dela-type stainless
Windlass	Lofrans Cayman 1000 W

The 84 lb Bügel is a bit oversized for Zoë, but that extra weight makes anchoring extra safe. The stainless plate anchor holds well in seaweed. The 295 ft of 3/8 in chain is due for replacement in the near future; the windlass was rebuilt in 2022.

15 Safety

Liferaft	Zodiac, 6 person, hard case
Lifebuoys	2
Lifejackets	Several, all aged

We have no record of the liferaft's last service, and the lifejackets are all aged. Both should be checked before the next offshore passage.

GALLERY

Zoë at sea

Click any photograph to view it larger.





















Zoë at anchor in Tahiti, ready for her new owner

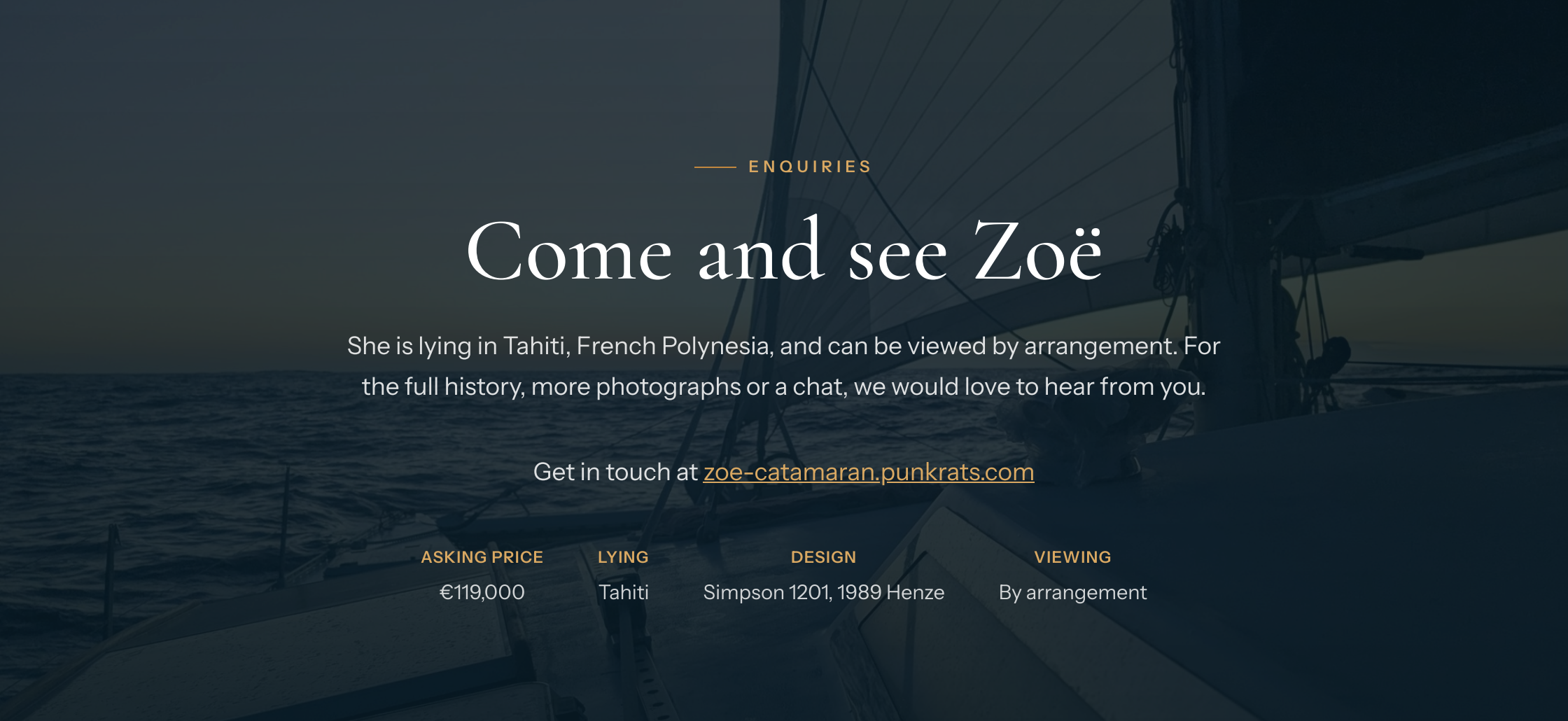
ASKING PRICE

~~€150,000~~

€119,000

For a boat this good, this price is frankly a joke. Zoë is a stronger, faster and far better-built boat than a production catamaran of the same size. And far longer-lived - a 2020 Lagoon is unlikely to still be crossing the world's oceans 37 years from now.

But we are running out of time, because we want to go back to the Tuamotus. Leaving Zoë on a mooring in Tahiti is out of the question for us; we love her too much for that. So we are now offering her at the price we paid almost nine years ago. Adjusted for inflation and with the roughly €100,000 of improvements we have put into her, her value is around €250,000.



ENQUIRIES

Come and see Zoë

She is lying in Tahiti, French Polynesia, and can be viewed by arrangement. For the full history, more photographs or a chat, we would love to hear from you.

Get in touch at zoe-catamaran.punkrats.com

ASKING PRICE	LYING	DESIGN	VIEWING
€119,000	Tahiti	Simpson 1201, 1989 Henze	By arrangement