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Pocock 42 - SOLD

£139,950 GBP tax paid/included

United Kingdom

High Quality Aluminium Ocean Cruiser

Manufacturer/Model	Pocock 42 - SOLD
Name	Al Shaheen
Designer	Mike Pocock
Year	2001
Category	Sail
New or used	Used
Status	Sold
Price	£139,950 GBP
Tax/VAT status	Paid / included
Price comment	High Quality Aluminium Ocean Cruiser
Lying	Hamble, United Kingdom
Reference	JFP42AS

Specifications

Length overall	12.67 m
Beam	3.71 m
Draft	1.96 m
Hull	Aluminium
Keel	Fin keel

Description

Sorry, unfortunately this yacht is now SOLD

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We are very pleased to be listing "Al Shaheen". Known to us over a number of years through our membership of the Ocean Cruising Club she was designed by the renowned Naval Architect and former Ocean Cruising Club Commodore Mike Pocock.

Built in Aluminium Marine Alloy to the exacting standards of her highly experienced owner (also a past Commodore of the OCC) and overseen in build by Surveyor Jim Pritchard, the result is a handsome, custom ocean passage maker with an impeccable pedigree, yet she is easily sailed by just two or single handed.

Launched in 2001 and now recently re-painted in 2014 by Fox's of Ipswich in Awlgrip, she is extremely well set up for long distance ocean sailing.

Designed for comfortable long term liveaboard cruising for a couple (with occasional guests) she is quite possibly the perfect blue water cruising yacht. Point her in any direction on the globe and she will eat up mile after mile, after mile.

A highly regarded yacht, Al Shaheen is British Part 1 Registered, RCD Compliant and VAT Paid.

Lying Hamble

Specification

AL SHAHEEN is a custom-designed sailing boat, strongly constructed in marine grade aluminium alloy, designed for ocean cruising, and laid out for long distance cruising for a couple, in comfort. The designer, Michael Pocock as well as being an accomplished naval architect, is an extremely experienced cruising yachtsman and the design of this vessel incorporates many features of his extensive practical cruising experience. Easily managed single-handed.

History

The vessel was conceived by the Owner based on the success of two of Michael Pocock's earlier designs Troubadour and Brown Bear, both 45 footers and both constructed in cedar/epoxy composite. At the Owner's request, these lines were scaled down to 42 ft and the design was adapted for aluminium construction. Al Shaheen thus became the first of a series of three 42 footers, Al Shaheen (alloy), Sadko (alloy) and Arabesque (cedar/epoxy composite) all for very experienced members of the Royal Cruising Club and/or the Ocean Cruising Club, as were the original 45 footers. Sadko has cruised in Greenland and Antarctica.

Fabrication of the hull, deck and superstructure was undertaken by Cunningham Offshore Racing in Littlehampton, UK and completed in July 2000. The hull was then transferred to the River Hamble where she was completed by David Skene of Skene Services. She was launched in May 2001.

The complete build project was supervised by the Owner as Project Manager and he also undertook all the procurement of materials, equipment and services. The specification of the rig, sail plan, deck layout, deck fittings and running rigging was all by Michael Pocock. Most other items of equipment were selected or specified by the Owner and all systems were designed by the Owner, a Chartered Engineer. The basic design theme throughout was sound engineering, simplicity, functionality and reliability.

The metal fabrication contract was carried out under the supervision, inspection and certification of Marine Surveyor Jim Pritchard. The Owner obtained certification as Builder for type (Pocock 42) compliance with the European Recreational Craft Directive 94/25 EC and Al Shaheen has certification of compliance for Category A, unlimited.

Al Shaheen has cruised extensively in the UK, France, Ireland, Spain, Portugal, Canaries, West Indies, Bahamas, East Coast of the USA, Nova Scotia, Newfoundland, the Azores and the Baltic countries, covering around 35,000 miles. She has been maintained throughout to a very high standard and was completely repainted in 2014 by Fox's of Ipswich in Awlgrip.

For further details of the design development and construction, visit:

<http://www.alshaheen.co.uk/al-shaheen.html>

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Construction

Hull, Deck and Superstructure construction:

- All plating and sections cut from alloy 5083-0 grade
- All extrusions and sections from alloy 6082-T6 grade
- Plating thickness throughout is 6 mm, except 300 mm garboard strake in 8 mm and all keel plating 10 mm. Inserts of 10 mm plate in deck around chain plates and windlass.
- Ballast keel contains 3.55 tonnes lead cast in-situ into pre-fabricated alloy keel and sealed off with welded alloy capping plates
- Keel configuration is long fin, with vertical aft end, with integral floors welded to all (6) transverse frames and to hull plating
- Chain plates (3 each side) in 19 mm alloy welded to massive 19 mm spreader bar which itself is welded to 4 transverse frames
- Rudder (semi-balanced) fabricated from 6 mm plate and mounted on short alloy skeg. Rudder stock 75 mm solid bar with footstep bearing on skeg. Delrin lower and upper bearings. All rudder bearings replaced 2016.
- Propeller shaft fully shrouded within alloy tunnel welded to hull plating.
- Sampson post forward of 100 mm tube extending to the hull, welded to deck and to Frame 'A'.
- Deck drains (2 each side) fabricated from 1.5" / 38 mm I.D. alloy tube and annealed after bending. Run internally from deck to waterline.
- Stubs for seacocks in alloy tube welded to hull plating and threaded at upper end to accept seacocks.

Finish

- Hull above waterline, deck and superstructure painted (re-painted 2014) to Awlgrip specification in Oyster White. Below waterline to Awlgrip epoxy specification.
- Deck covered in Treadmaster non-slip material in brown with open lands between panels for drainage
- Anti-fouling is ePaints SN 1 in grey colour containing no metal elements and compatible with aluminium. It is also very effective.
- Teak cap rail 50 mm x 19 mm
- Cockpit seats, cockpit surrounds, decking and cockpit soles teak laid

Thermal Insulation

- The bare hull after fabrication, and before fit-out, was sprayed internally with 40 to 45 mm flame retardant polyurethane insulation from deckhead to the waterline within the whole accommodation area.

Mechanical

Engine and gearbox

- Yanmar 3JH3BE, 3 cylinder diesel, 40 HP
- Yanmar KM3A gearbox with 7 $\frac{1}{2}$ ° down angle; 2.64/3.04 reduction ratios
- Engine hours 4,400
- R&D aluminium engine mounts on 10 mm alloy bearers
- Self-contained engine bilge
- Sea water cooled via heat exchanger with Yanmar High Rise mixing elbow
- 75 mm Ø exhaust with Vetus LP75 waterlock and LT75 swan neck
- High temperature audible alarm siren in exhaust pipe
- Yanmar engine control panel mounted below decks

Fuel system

- Diesel fuel gravity-fed from 50 litre diesel day tank
- Lucas CAV 296 primary filter with Yanmar OEM secondary filter
- Fuel transferred from main tank in keel via Johnson F3B-19 electric pump
- Emergency manual fuel transfer pump

Propulsion

- Vetus 30 mm Ø high tensile stainless steel propeller shaft
- R&D shaft coupling
- Halyard Marine oil-filled mechanical lip seal
- Vetus water lubricated cutlass bearing in phenolic resin shell
- Variprop feathering 3 bladed 17" propeller, adjustable pitch
- Ambassador Marine "Stripper" rope cutter
- Volvo single lever engine control mounted on steering pedestal

Steering

- Whitlock Cobra 6R deluxe with solid drag link to 19 mm alloy 'L'- shaped tiller arm mounted directly on rudder shaft
- Commodore 8 spoke 42" wheel with hide cover and spats
- Raymarine Type 2 short linear drive autopilot ram acts on same 'L'-shaped tiller arm mounted on rudder shaft
- Heavy stops welded to hull plating to limit rudder arc to 35° p&s
- Rudder angle transducer mounted on tiller arm
- Emergency steering gear mounts on head of rudder stock

Other mechanical features

- All seacocks of fibre reinforced polypropylene body with Delrin ball valves
- Seacocks screwed onto threaded end of alloy tube spurs welded to hull plating
- 8 total seacocks for: engine cooling water; deckwash pump; fridge cooling water; galley sink drain; heads inlet and discharge (2 each)

Tankage

- "Tank Tender" pneumatic level gauging to all tanks

Diesel Fuel

- Diesel main tank integral in keel of 300 litres capacity. Alloy deck filler.
- Diesel main tank fitted with small sump and dip tube to remove any water or sediment
- Diesel day tank of 50 litres capacity serves engine and cabin heater
- Day tank has small sump and water/sediment drain
- Diesel tanks vented to "non-flooding" areas

Fresh water

- Two integral alloy water tanks (P&S) each of 345 litres capacity with large inspection/cleaning hatches and vented to galley sink and aft heads bowl. Alloy deck fillers P&S
- 2 x 20 litre plastic containers for emergency water in port cockpit locker

Sewage/Black water

- HDPE black water tank of 70 litres capacity connected to aft heads and vented through activated charcoal filter. Deck fittings for suck-out and flushing

Plumbing Systems

Fresh water

- Hot and cold domestic fresh water distributed to galley sink, basin and shower in forward heads and basin in aft heads
- Isotherm Slimline 25 litre stainless steel water heater mounted under cockpit sole, heated by engine cooling water or 230 volt electric element. Fitted with thermostatic mixer valve. Space available for 45 litre unit.
- Jabsco variable speed 12 volt 40 psi fresh water pump mounted under cabin sole
- Manual fresh water pump at galley sink via in-line charcoal filter

Sea water

- Sea water deckwash system supplying sea water to "clip-on" hose connection on port side deck forward
- 12 volt Johnson deckwash pump mounted under cabin sole with high pressure cut-out
- Manual sea water pump at galley sink

Grey water

- Grey-water from shower and both heads basins drains to a sealed PVC grey-water tank mounted under the cabin sole in bilge sump. Tank is fitted with internal float switch and pumps out to sea via Johnson 12 volt diaphragm pump mounted in forward heads

Black water

- Black water tank connected to aft heads discharge via 'Y' valve. Deck fitting for suck-out. Tank may also be discharged to sea via Whale single-acting diaphragm pump

Bilge

- Bilge sump is fitted with Rule 1500 12 volt electric pump and float switch
- Henderson Mk V double acting bilge pump, cockpit mounted
- Y' valve fitted to divert deckwash pump suction to main bilge to allow use as additional bilge pump

Gas (propane)

- Gas cylinder storage locker aft under helmsman's seat. Self draining and vented to transom outlets. Fitted with 3 x US type aluminium 10 lb propane cylinders, 2-position regulator, 12 volt solenoid operated valve and copper piping to galley stove.

Electrical systems

AC System

- Shore power input connector in port cockpit cave locker
- Mastervolt isolating transformer with 1:1 or 2:1 winding options. Allows for 115 volt input (USA) and 230 volt output to ship's internal circuits
- Victron Energy 1.5 kW combined battery charger/inverter adjustable for 50 or 60 Hz input
- 230 volt heating element in water heater
- Custom AC distribution panel with RCD
- 230 volt ring main with 2 double and 5 single UK-type switched sockets

Batteries

- Engine start battery: 12 volt 105 AH lead/acid in secure battery box at engine. (new 2015)
- Service batteries: 3 x Trojan 12 volt 105 AH deep cycle batteries in secure ,, vented, epoxy-coated marine ply box in

port cockpit locker (new in 2012)

- Heavy duty isolators for "Service", "Engine" and "Both in parallel"

Battery charging

- Engine alternator 80 amp Hitachi via ADVERC smart charger
- Air Marine Airex wind charger
- Aquair towed generator – gives 6 amps at 7 knots
- Mastervolt battery monitor

DC system

- Custom 12 v distribution board by Taplin International with 24 circuit breakers
- Circuits for mast and deck lighting, cabin lighting, instruments, radios, gas alarms, fridge, gas etc all protected with circuit breakers
- Heavy duty 100 amp circuit from engine battery to windlass with thermal overload protection and isolator
- 12 volt sockets in fore cabin, at navigation station and in aft heads

Lighting

- Red LED night time lighting circuit with 6 lights in both heads, main saloon, fore cabin and companionway
- Hi/lo brass reading lamps to all bunks
- 14 x LED cabin lamps throughout the boat
- Red lights in galley and at navigation station
- Chart reading light on flexible arm
- Pirco lights in both cockpit lockers (2 each) and bow locker

Navigation and mast lights

- Aqua Signal combined port/starboard bow light
- Aqua Signal stern light
- Aqua Signal masthead tricolour lamp fitted with "Dr Led" LED array
- Aqua Signal steaming light
- Spreader mounted deck light
- Bebi LED anchor light

Alarms

- LPG and carbon monoxide alarms
- Engine exhaust high temperature alarm
- Engine "no charge", low oil pressure and high water temperature alarms

Fire protection

- 2 kg automatic extinguisher in engine compartment
- 5 kg dry powder extinguisher readily accessible in port cockpit locker
- 1 kg dry powder extinguisher in galley
- 1 kg dry powder extinguisher in fore cabin
- Fire blanket in galley
- Deckwash seawater circuit may be used with hose for firefighting

Electronics and Navigation

General

- Instrumentation is Raymarine using "Sea Talk" connectivity

Deck instrumentation

- Under dodger: ST60 Speed/log; Depth; Wind and Multi Function; ST6001 Autopilot controller; Raymarine C80 Chart plotter (2006)
- At helm: ST6001 duplicate autopilot control; Vetus remote windlass controller
- Raymarine RL70 LCD radar repeater

Chart table instrumentation

- ST60 wind, ST60 combined speed/distance/depth
- Raymarine 300 GPS
- Tank Tender tank level gauge
- Raymarine SPX-30 autopilot/course computer (new 2014)
- Raymarine Pathfinder R70 CRT radar

Communications equipment

- Icom 710 SSB radio with Icom AT 120 antenna tuner and backstay antenna
- Pactor III modem for data coms through SSB
- Icom 504 DSC VHF with remote Command Mic II at helm
- Icom handheld VHF with 12 volt charger
- ICS Nav 4 Navtex with paper strip printed output
- Comar CSB 200 Class B AIS transponder (2009) with output through C80 chart plotter
- Mounting for Inmarsat satellite telephone with fixed antenna on rail aft. (Sat phone not included in sale)
- ACR 406 EPIRB (COSPAS/SARSAT)

Accommodation

Summary of accommodation

- Interior joinery handmade in teak and teak veneers with matt varnish finish

- Teak doors and trim
- Teak and Holly solid floors with gloss varnish
- White vinyl headlinings throughout on detachable ply panels and on superstructure sides
- Upholstery in dark green wool/polyester covering
- Double cabin forward and three good sea berths in main saloon
- All berths fitted with lee cloths

Description of layout from forwards

Fore cabin

Cabin is painted off-white in satin finish. Double bunk to port with extensive stowage under and shelf outboard. Three lockers outboard under deckhead. Curved seat to stbd with stowage under and behind; small dresser with lockers under. Lewmar Ocean 60 hatch to deck. Hanging locker with teak louvre door to stbd with shelving outboard..

Forward heads and shower

Door to heads compartment. Jabsco heads (large bowl) with manual pumping. Storage lockers outboard of heads. Separate shower compartment leads off from heads. Vanity unit with white ceramic bowl, H&C mixer tap. Shower head with 2 m flexible tube and mixer valve. Shower tray in white GRP with teak grating and draining to grey water tank. Storage lockers in vanity unit and outboard of counter top. Counter top in grey Formica. Door to main saloon with full-length mirror on back of door.

Main saloon

Cabin is "open plan" including galley and navigation area, all in teak and with matt varnish finish throughout. There is a half-level dividing bulkhead between the saloon and the galley and navigation areas with vertical teak posts.

Keel stepped mast at forward end. Mast covered in detachable Alcantara suede panel in light brown. Tubular alloy strut aft of mast also covered in same material with Velcro fasteners. Slimline teak bookcase between mast and strut.

Dickinson Newport diesel heater to starboard with exposed stainless steel chimney and tiled surround. Drinks locker outboard of stove.

Settee berth to starboard (6'6") with storage behind berth back cushion and under seat cushion. 3 storage lockers and bookcase outboard, all in teak.

'L' shaped settee berth to port with storage under and behind seat back cushion. Pilot berth above and outboard of settee berth. Shallow storage lockers under pilot berth cushion (small spares storage).

Teak table on centreline with two folding leaves. Bottle storage in table centre section.

Extensive storage space for drinks containers below cabin sole on top of alloy plating.

Galley (to port)

Galley layout is 'U' shaped with sink along forward side, stove on outboard side and chest fridge on aft side. Work surfaces covered in 3" ceramic tiles. Lockers under sink and other sides. Lockers with sliding doors above work surface on port side. Spice rack. 1 and a half bowl stainless steel sink with H&C mixer taps and manual pumps for seawater and filtered fresh water. Force 10 3-burner gimballed stove with oven. Safety strap for cook.

Navigation area (to starboard)

Very large chart table with chart storage under. 3 drawer unit under table and pockets for A4 size folders etc. Upholstered navigator's seat with tool storage under. Instruments, 12 volt distribution panel and radios outboard of chart table. Safety strap for navigator if standing.

Aft heads

The aft heads is situated to starboard of the engine compartment and aft of the chart table. Teak entrance door. Jabsco manual heads. White ceramic bowl with H&C mixer tap in small vanity unit. Bowl drains to grey water tank. Storage lockers outboard and under basin. Foul weather gear hanging compartment. Access hatch to engine compartment.

Companionway steps in teak with engine compartment under

Domestic Equipment

- Force 10 stainless steel gimballed 3-burner gas stove with oven and broiler. 4 s/s fiddles.
- Chest type top-opening fridge with thermostatic control. Frigomatic W35F sea water cooled fridge compressor located in port cockpit locker.
- Dickinson Newport diesel fired cabin heater with stainless steel chimney and deck cowl.
- 4 x Hella 12volt fans

Deck Equipment

Rig

Al Shaheen is rigged as a Bermudian sloop with two "close-coupled" headsails; an outer genoa and an inner working jib. The headsails are not set together as in a cutter and are only set together when poled out one on either side when sailing downwind.

- Schaeffer roller furlers for both headsails
- Detachable inner forestay used only for the storm jib which is hanked on
- Checkstays for use with storm jib or very strong winds
- Selden alloy spars with keel-stepped mast.
- Selden gas strut vang adjustable from the cockpit
- 1x19 stainless steel rigging over-sized
- Slab reefing for 3 reefs with reefing lines led to deck mounted winch aft of mast

- Boom reefing horns replaced with Wichard clips welded on
- Mast fitted with Fredriksen low friction track and batten cars allows reefing on any point of sailing
- Twin Selden alloy spinnaker poles stowed on the mast and very easily deployed single-handed. After guy and fore guy permanently rigged.
- Masthead VHF and AIS antennas, wind transducer, burgee stick fitting

Winches

- 9 total Andersen winches, all manual stainless steel self-tailing. All 2 speed except vang winch is single speed
- Cockpit: 2 x 54ST primaries and 2 x 40ST secondaries
- Under dodger: mainsheet 1 x 40ST, vang control 1 x 28 ST
- Mast: 2 x 40ST halyard winches, 1 x 40ST reefing winch

Sails

- Mainsail by Michele Stevens, Lunenburg new 2011. Fully battened, triple stitched, 3 slab reefs, loose footed
- Genoa by Sanders Sails triple stitched
- Working jib by Sanders Sails triple stitched, reefable. New 2016
- Storm jib by Sanders Sails. 2001 but hardly used.
- Cruising chute by Sanders Sails with ATN snuffer sleeve and Tacker. 2005 but little used

General

- 3 x Dorade vents with alloy rope guards
- Stainless steel folding swim ladder
- Detachable teak boarding 3-step ladder
- Monitor windvane self-steering with spare blades
- Canvas dodger/sprayhood
- Matching folding bimini
- Matching rope pockets on guardrails P&S
- Sliding companionway hatch with acrylic panel
- Teak wash boards to companionway and ply storm board for heavy weather
- Stainless steel security grid to companionway – gives security and ventilation
- PVC drop-down rain cover to companionway
- 7 Lewmar Ocean hatches and 4 Lewmar portlights, 2 opening.
- Bug screens for all opening hatches
- Acrylic “double glazing” panels for main hatches

Anchoring and mooring equipment

- Bow locker for chain, rope and fender storage
- Sea water pressurised deck/anchor wash
- Lofrans Tigres 1200 watt reversing windlass with deck foot switches locally and alternative remote cockpit control
- 80 metres 10 mm Ø high tensile galvanised steel anchor chain. New 2008 and regalvanised 2014
- 25 kg Rocna galvanised main anchor in bow roller
- Spare 20 kg galvanised CQR anchor
- Spare 20 kg Delta Fast Set anchor (unused)
- 15 kg Bruce kedge anchor
- Anchor snubber in 20 mm Anchorplait with hook and anti-chafe tube
- Kedge warp 60 metres 16 mm Ø Anchorplait spliced to 10 metres 10 mm chain
- Large selection of docklines from 12 to 30 m long
- 5 long white cylindrical fenders; 2 small and 1 large orange spherical fenders
- 2 x 10 metre sections of 75 mm Ø ship's mooring warps for use as longitudinal fenders in Danish “box” moorings

Tender and outboard

- Lodestar 3.6 m inflatable (stows inflated on foredeck or deflated in cockpit locker)
- Tohatsu 3.5 HP 2-stroke outboard (stows on teak pulpit bracket)

Covers, canvas and cushions

- Waterproof white cockpit seat cushions (3) in storage bag
- Brown winter cover to cover cockpit and companionway area
- Foredeck, mid-section and cockpit sun awnings
- PVC cockpit rain cover
- White PVC paintwork protectors for fenders
- Canvas hatch covers

Safety equipment

- ACR EPIRB
- Wichard jacklines port and starboard
- 30” stanchions and guardrails, port and starboard gates
- Lifesling
- 2 x horseshoe liferings with lights
- Floating strobe light
- Dan buoy

- Lifeguard Forties 4 man liferaft with canopy and double bottom in valise
- Fiorentino parachute sea anchor with 120 metres 16 mm Ø Anchorplait warp
- Drogue

General note on safety equipment: Any safety equipment such as life rafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owner's specific needs.

Spare parts

- Spare engine alternator and starter motor, lube and fuel filters and thermostat
- Spare pumps for all major applications
- Spares for windlass, Monitor, Whitlock steering, Anderson winches, Schaeffer furlers, Stripper, gas solenoid,
- Spare hull and propeller anodes
- Huge quantity of miscellaneous small spares for almost every item on board
- Sail repair kit
- Spare Airex blades, spare impeller for Aquair towed generator.

Documentation

- Set of designer's drawings
- Set of "as built" construction drawings
- Alloy work construction contract and specification
- Specification for fit-out with systems drawings, equipment schedules
- Electrical circuit diagrams
- Complete set of project purchase orders, invoices and receipts comprising VAT record
- Data file of equipment schedules
- HM Customs VAT certificate
- Measurement certificate and Part 1 Registration Certificate
- RCD compliance documentation and certificate
- Complete set of equipment manufacturer's operation and maintenance manuals
- Maintenance record

Lying Hamble

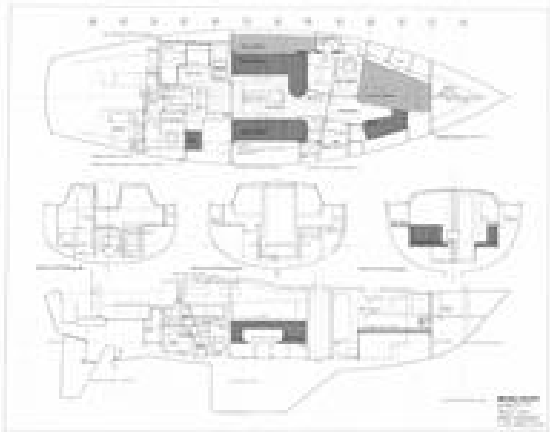
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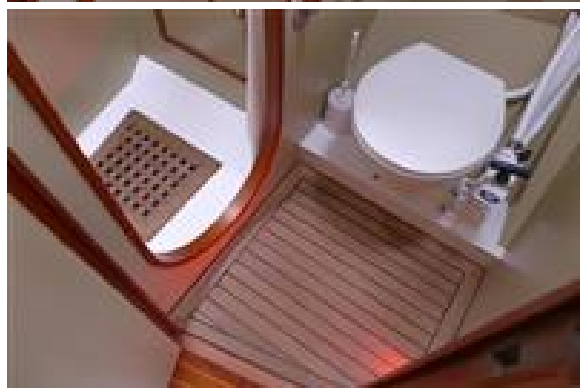
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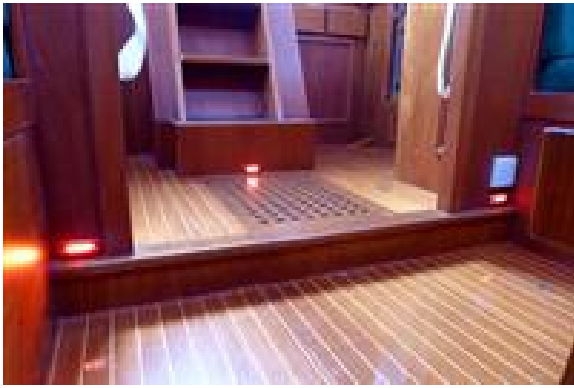
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Saturday by prior appointment

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