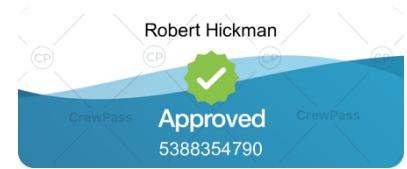


# ROBERT HICKMAN

## MCA MASTER (Yachts) 3000GT



### Contact Details

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Website: [www.robhickman.com](http://www.robhickman.com)  
Home: Isle of Wight, UK  
D.O.B.: 18.05.1975 (49)  
Health: Excellent; unrestricted ENG1  
Nationality: British  
Smoking: Genuine non-smoker  
Status: Married, no children, fit and healthy  
Driving Licence: Full clean  
COVID Vaccination: 2 + Booster  
Memberships: Yacht Club de Monaco, Nautilus,  
Freeman of the Honourable Company of  
Master Mariners

### Profile & Background

For over two decades, I have had the privilege of working on a diverse range of vessels - both sail and motor, private and charter, large and small - in various locations. I believe that this extensive experience, coupled with my passion for the industry and commitment to continuous learning, sets me apart.

My work ethic, love of the water, and sense of adventure were all nurtured at Pangbourne Nautical College, a former training institution for Merchant Navy Officers. During my time there, I gained valuable skills such as discipline, presentation, respect, and leadership - values that I uphold and bring to my professional life.

As a seasoned professional with a proven track record and excellent longevity, I am fully aware of the responsibilities of a Captain. As a leader, I am level-headed, well-mannered, hardworking, and good-humored; leading my crew by example.

My wife and I live in the UK on the southwest coast of the Isle of Wight with our two dogs where we run a popular holiday let nestled in between the sea and the Downs.

### Marine Industry Work

#### May '24 **Captain, Crew Transfer Vessel, Denmark**

Something totally different. Contract work to the windfarm industry in Denmark. I was employed under my Master Code Vessels <200GT ticket to safely transfer up to 12 personnel at a time to and from a jack-up barge by pushing on to a transfer ladder in various sea states and weather conditions. The job required excellent vessel handling and a cool head in a high pressured environment. The vessel ran a 24h schedule with two 12h shifts (day/night).

#### Sept '23 – Oct '23 **Relief Captain, MY Mercy Boys, 49m, 530GT, Schweers, 1986**

Employed to cover the permanent Captains annual leave. In a very recent edition of Boat International Mercy Boys (ex Shandor & Margaux Rose), was listed as one of the greatest Superyachts in the past 40 years. It is a real privilege to take command of this iconic classic Lady. She has a single controllable pitch propeller (CPP) and a Schottel drive, so it was very much back to basics with the vessel handling, which I absolutely loved. After the handover it was straight into guest and Owner use where we cruised the Dodecanese island chain and the Turkish coastline. After the Owner and guest use is finished the plan is to deliver her to Malta for her annual shipyard works and hand her back to the full time Captain.

#### July '23 – Sept '23 **Relief Captain, MY Talisman Maiton, 55m, 692GT, Profeksan Turquoise, 2006**

Employed to cover the permanent Captains annual leave. After a full handover we went into a ten day joint charter with the motor yacht DAR (90m Oceanco) where we cruised the Amalfi coast, Aeolian islands and Sicily. Mid charter we had guest changeovers on both vessels. In total we were dealing with the individual logistics of nearly 50 people along with cruising itineraries and group excursions ashore. It required close communication between all departments of both vessels, and of course both Captains. The charter was a huge success and we were steeped in praise. After a brief respite we moved into another 10 day charter cruising around the Neopolitan archipelago and then up to Ponza and Palmarola. These were returning charter guests who were shown an unforgettable time and will be back for more! It was great to be back on a busy commercial charter vessel, I relished the opportunities I was given to show the charter guests wonderful and unforgettable holiday experiences, which was all backed up by the crew receiving the best gratuities they have received since last year.

#### May '23 – June '23 **Relief Captain, MY Somnium, 55m, 744GT, Feadship, 2021**

Employed as Relief Captain to enable the full time Captain to enjoy some well earned leave. I joined with Owners on and we went straight into a busy cruising schedule around the Cote D'Azur and the Balearics for the term of the contract. I was also dealing with the logistics of crew changes, warranty and maintenance schedules. A great experience on a professionally run and maintained, beautiful cutting edge vessel.

**June '16 – Nov '22**

**Captain, MY White Star, 50m, 528GT, Trinity, 2004**

The vessel sold in June 2016, and I was requested to remain as Captain by the new Owners. Immediately followed 12 weeks of liveaboard owner cruising. I then took White Star to Pendennis Shipyard, Falmouth UK for major refit works in 2016/2017 and then again in 2017/2018 with Med cruising seasons in-between. Both refits (totalling over £12m) were project managed by myself. Subsequently White Star won 2<sup>nd</sup> place in the 2018 World Superyacht Refit of the Year awards. The vessel was used heavily in the Summer with the Owners living onboard full-time from June to October each year. White Star was sold in November 2022, and having served her through two Owners over nearly 8 years, I decided it was time to move onto my next adventure.

**Jan '15 - June '16**

**Captain, MY White Star, 47m, 499GT, Trinity, 2004**

I was personally approached and asked to take over the Captaincy by the outgoing Captain who moved full time onto managing the owners new build 72m project. All original crew left to the new-build and I re-crewed the vessel accordingly.

**Mar '13 – July '14**

**Captain, MY Larissa, 40m, 286GT, Sunseeker Predator, 2010**

I was asked to Captain this vessel by Owners fleet Captain. I joined this vessel and delivered her to Tunisia from the Riviera to complete her sale. On our return I dealt with all the incumbent paperwork, and the change of name to Larissa. An intense maintenance period began with the overhaul of the vessels AC, insulation, black/grey tanks, navigation equipment and general improvements along with flag and class inspections, to make her season ready. I then delivered her to Lebanon for the owners use where it was used both locally and in Cyprus before returning to France for the 2014 season. In July 2014 the vessel was sold and re-crewed with the new Owner's Russian staff.

**Nov '09 – Nov '12**

**Chief Officer, MY Alibi, 52m, 663GT, CBI Navi, 2005**

Alibi cruised extensively within the Mediterranean with a busy owner and charter itinerary. Due to Alibi being over 500GT, my duties included implementing all ISPS and ISM procedures, liaising with the management company, and carrying out all on board drills, training and re-certification. The Captain gave me free reign to run the vessel as I saw fit. During my tenure, the vessel underwent a 5-year survey, Lloyds, Cayman and Port State Control inspections, all passed with no issues. I used the IDEA planned vessel maintenance program, which was used to monitor and update all the ships certification and drill/maintenance schedules. I was the Safety Officer aboard and the Ships Security Officer and responsible for the implementation of the Ships Security Plan and the ships Safety Management Plan on board, I was also the ships Navigational Officer. During the season she operated with a crew of 12 and accommodated up to 12 guests. The vessel has undergone several yard periods including a hull re-paint, which I ran during the Captains absence. I also ran a deck crew of 3, implementing maintenance and cleaning schedules, training, and rotas. I gained parking, close quarter handling and regular drive time experience.

**March '06 – Oct '09**

**Captain, SY Halcyon, 30m 1929 Classic Ketch**

A stunning 1929 classic yacht steeped in history. I was involved with the £1m+ restoration project from its inception and had an integral role in her refit, working closely with the shipwrights, management and the owner. I also worked directly in setting up and developing all aspects of the charter business and website development. Running with a permanent crew of 4 she could accommodate up to 8 guests for charter. Her busy charter itinerary of over 15,000nm in three seasons encompassed the British Isles including Southern Ireland, Wales, the West coast of Scotland and the fjords of Norway.

July 05 – Mar 06	Freelance Captain, RMH Marine Solutions
Oct 05	Watch Keeper, Transatlantic Delivery, MY Solemar, 60m Amels
Oct 04 – Sept 05	Captain, MSY Triciana, 67ft, Classic Dutch Steel Ketch
Feb 04 – Oct 04	Captain, Red Sail Sports, Grand Cayman
Dec 03 & Feb 04	Mate, North Sea Yacht Deliveries
May 03 – Nov 03	Senior Cruising Instructor, Sunsail Club Marverde, Turkey
Apr 02 - Nov 02	Water sports Instructor, Sunsail Club Galini, Greece
Oct 01 - Mar 02	Mate, SY Sheba Queen (Dynamique 64'), Caribbean
Summer 2001	Rescue Boat Driver, Mark Warner Club Punta Licosa, Italy

## Sailing Qualifications & Certificates

Master II/2 (Yachts) <3000GT  
Cayman Endorsement  
Transas Rating  
Ships Security Officer & Proficiency in Designated Security Duties  
STCW95 (valid to April 2027)

## Other Qualifications

BSc.(Hons.) Combined Studies In Sciences (Biology with Computer Science)  
3 A Levels, 1 AS Level, 9 GCSE's

PADI Advanced Diver  
Fitness Instructor (NVQ Level 2)

## Education

1993 - 1996 Nottingham Trent University, Nottingham  
1986 - 1993 Pangbourne Nautical College, Berkshire

## Interests

I am a very keen sportsman enjoying a variety of disciplines, including sailing, windsurfing, kitesurfing, kayaking (I do safety kayak for sea swims), rugby (avid Harlequins supporter), squash (currently playing in Isle of Wight league 1), cycling and open water swimming with Wight Tri (Isle of Wight triathlon club) and general health and fitness.

I love animals, my wife and I have 2 dogs, one of which I rescued whilst in Spain (who lived onboard White Star for 2 years as the ships dog). I also enjoy walking the Isle of Wight, spending time with my family and reading the occasional book.

## References

Available upon request