

# ROBERT HICKMAN

STCW II/2 Master (Yachts) <3000GT & Master Code vessels <200GT

## Contact Details

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Home: Isle of Wight, UK  
D.O.B.: 18.05.1975 (50)  
Health: Excellent; unrestricted ENG1  
Nationality: British  
Smoking: Genuine non-smoker  
Status: Married, no children, active, fit and healthy  
Driving Licence: Full clean  
COVID Vaccination: 2 + Booster  
Memberships: Yacht Club de Monaco (Captain Member), 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. It was here that I cut my teeth on essential skills such as leadership, discipline, presentation, respect - 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 rolling 2Downs.

## Marine Industry Work

### **May '26 – Jun '26 Relief Captain, MY Talisman Maiton, 55m, 692GT, Proteksan Turquoise, 2006**

Relieving the full time Captain at the end of a major yard period. Liaising with Owners team, class, flag and management to resolve some very technical issues. Commissioning of systems, sea trials and 20 year survey were all undertaken during my short tenure to enable the vessel could move straight into its charter commitments.

### **Sept '24 – Mar '26 Captain (rotation), MY North Sea (ex La Sultana), 65m, 878GT, 1962**

The refit that turned into a rebuild. A very large and technically challenging renovation of a classic motor vessel steeped in history and intrigue. A €30m+ project driven by a large Owners team and shipyard project team where careful co-ordination and communication was needed to realise the Owners vision. Some of the planned works included: replacement of multiple tank tops, removal of all ballast tank pipework, re-purposing of FW ballast tanks to fixed lead ballast, new teak decks, a totally new stern design and swim platform, hull survey and replacement of approx. 40% of shell plates and frames where needed, total interior refurbishment, new crew mess, galley, laundry and crew cabins, installation and commissioning of new heli deck, multiple engineering projects, hull, machinery, bottom and tailshaft RINA survey, redesign of cargo hold and other storage areas.

### **Oct '25 – Nov '25 Captain (Freelance), Quay2Quay**

A new passenger ferry service running from the Isle of Wight to the mainland. With a capacity of 110 persons, I Captain this popular scheduled daily service from the Isle of Wight delivering passengers safely and on time to their destination. A high workload role that is both rewarding and enjoyable.

### **August '24 – Sept '24 Relief Captain, MY Talisman Maiton, 55m, 692GT, Proteksan Turquoise, 2006**

Asked to return again to cover the Captains leave. Delivered the vessel from Montenegro to Naples and successfully completed a last minute charter. The vessel then had Owner use, after which I relocated her to Malta for further instructions.

### **July '24 Relief Captain, MY Odessa, 50m, 499GT, Christensen, 2009**

Covered the permanent Captain to allow him to take leave. I joined this very busy charter vessel in Split, Croatia. Bunkered in Dubrovnik and delivered her to Siracuse, Sicily where she was prepared for Owner use and redelivered back to the Captain.

### **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 perform multiple transfers of 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, Proteksan 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 in over a 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 Norwegian fjords.

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 Tricana, 67ft, Classic Dutch Steel Ketch

Feb 04 – Oct 04

Captain, Red Sail Sports, Grand Cayman

Dec 03 & Feb 04

Mate, North Sea Yacht Deliveries

