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# Japan P&I Newsletter

## ジャパン P&I ニュースレター

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### 組合長ご挨拶

## Greetings from the Chairman of the Association

7月20日開催されました組合員通常総会並びに理事会において、組合長の職責を担うこととなりました朝倉でございます。

このたびの東日本大震災で亡くなられた方々のご冥福をお祈りするとともに、被災された方々に心よりお見舞い申し上げます。

さて、海上貿易、外航海運市況は、2003年以降、中国、インド、ブラジルなどの新興国の急成長の牽引により



組合長 朝倉 次郎  
Jiro Asakura, Chairman

Following the 61st Ordinary General Meeting of Members and the 574th Board of Directors held on 20 July, 2011, I, Jiro Asakura, took over the responsibilities of the Chairman of the Association.

First of all, I would like to take this opportunity to express my heartfelt sympathy to all the victims of the Great East Japan Earthquake of 11 March, 2011.

Moving on to the shipping market, marine transport volumes increased rapidly after 2003 in conjunction with brisk economic growth in developing countries such as China, India, and Brazil. Ocean transportation generally enjoyed a rising market. After the collapse of Lehman Brothers Bank in 2008, a period of adjustment has been felt in the marine transport and ocean transportation sectors, and the market has not yet fully recovered.

The shipping industry has recently had to face an increased variety of risks such as an extraordinary disaster, a hike in the cost of fuel due to the rise in the price of crude oil, and the frequent occurrence of piracies in the Gulf of Aden and Indian Ocean.

The business challenges for Members to tackle have increased, and the current business situation is not so good. It is believed that, in the medium

好調を持続しておりましたが、2008年のリーマンショック以降は経済の収縮により調整期に入り、現在までに十分な回復に至っていない状況です。

これに加えて、海運業界をとり巻く環境は、想定を上回る災害の発生、原油価格上昇による燃料費の高騰、アデン湾、インド洋での海賊行為の多発化などといった多種多様なリスクが高まっております。しかしながら、中長期的には日本における災害地の復興、先進国経済の緩やかな回復、新興国の力強い成長により、海上貿易、外航海運市況も回復・成長基調に向かうと思われまます。

このように、組合員の皆様にとっては厳しい状況が続いておりますが、今年3月末には過去最高の9,273万トン(加入総トン数)の契約量をお引受する事ができました。皆様の組合へのご理解とご期待の賜物と感謝申し上げます。

一方、近年は外航海運市況の調整時期であり、運航船舶数は減少し、事故発生は沈静化に向かうものと期待しておりましたところ、依然として大型の保険事故は増加傾向にあり、それによる保険成績・組合収支の悪化が危惧されております。

組合では、かかる状況の改善のため、船舶の安全運航維持を最重要課題と位置づけ、ロスプリベンション活動に倍旧の努力を注いで参ります。また、環境汚染・破壊、経済制裁などに対する国際機関・各国の法規制は多様化・複雑化してきておりますので、必要とされる各種の情報を収集し、正確・迅速な情報提供、対応策などのご案内を一層充実して参ります。

今後とも、役職員一同、当組合の理念である「組合員への船主責任保険の提供を通して海運業並びに海上関連事業の経営安定化の確保及び向上に貢献する」の実現に向け、一丸となって、全力で努めてまいります。何卒、皆様の猶一層のご支援を賜りたく、宜しくお願い申し上げます。

2011年7月20日

組合長 朝倉 次郎

to long-term, there will be a recovery in the marine transport and ocean transportation sectors and growth will be experienced in response to the moderate recovery of the developed countries, and the strong growth of the developing countries.

Despite such a continuous difficult economic situation for Members, as at 31 March 2011 the Association had increased the overall volume of tonnage of entered vessels to 92.73 million tons, which is a record. I would like to express my deepest appreciation for your understanding and support of the Association, which has contributed to such an increase in tonnage entered.

The number of sea-going vessels is likely to decrease because of the period of adjustment recently experienced by the marine transport and ocean transportation market. Thus, the frequency of marine casualties is expected to reduce. Notwithstanding the above, the Association has recently seen an increase in large marine casualties, and a deterioration is anticipated in Members' loss records and the Association's income and expenditure.

The best way of improving both Members' loss records and the Association's financial performance is to maintain the safe operation of entered vessels. We shall therefore endeavour to enhance the Association's loss prevention activities. We shall also increase our efforts to provide you with swift and accurate information on regulations affecting every port in the world, given the complicated and diverse laws on environmental issues, economic sanctions and so forth met by Members in their global trading.

All the Association's directors and staff must maintain our best efforts to meet and exceed our Members' requirements in order to achieve the Association's principal aim, namely of "contributing to the stability and improvement of the shipping industry and maritime business by providing Members with ship owners' liability insurance". I deeply appreciate your continued support for our Association.

20 July, 2011

Jiro Asakura, Chairman

**理事長ご挨拶**  
 -2010事業年度を振り返って-  
**Statement of Director General**  
 -Business Review for the 2010 Financial Year-

まず始めに3月11日に発生した東日本大震災ならびに津波の影響で多くの尊い命が失われました。ここに犠牲となられた方々のご冥福をお祈り致します。この紙面をお借りして、被災された皆様に心よりお見舞い申し上げますとともに被災地の皆様のご健康と一日も早い復興をお祈り申し上げます。

さて、2010年度はリーマンショック後の2009年度から世界経済が急速に景気回復基調となったこともあり、日本でも長引くデフレや円高の進行による輸出減速が改善することが期待されましたが、後半においては逆に景気回復が鈍化する状況となっております。さらに年度末の震災・津波が追い討ちをかけ、現在は再び景気後退局面にあります。

海運業界へ目を向けますと、中国、インドといった新興国の旺盛な需要からコンテナ船・自動車船部門は改善基調に向かっており、ドライバルク、タンカーにおいては市況の回復という点では程遠い状況ではありますが、海運業界全体としてはひところの最悪期を脱し、やや回復基調に向かっていると思われれます。しかしながら、



理事長 米谷 憲一

Kenichi Yonetani, Director General

First of all, we would like to express our deepest condolences to all those who were affected by the Great East Japan Earthquake and tsunami of 11 March, 2011 which deprived many people of their precious lives. We sincerely wish that those areas which were affected have a speedy recovery.

During the 2010 business year, the global economy showed signs of a speedy recovery from the 2009 business year after the collapse of Lehman's Bank in 2008. However, during the second half of the 2010 business year, the Japanese economy experienced a prolonged period of deflation together with an appreciating yen which has had an adverse impact on the Japanese economic recovery. Currently, the Japanese economy is in a recessionary phase, which has been aggravated by the Great East Japan Earthquake and tsunami which occurred at the end of the 2010 business year.

Within the shipping industry, both the container and car carrier sectors have reflected the economic turnaround, thanks to a strong demand from rapidly expanding economies such as China and India. Although there has not been a corresponding recovery in the dry bulk or tanker sectors, we believe that in general, the shipping industry is in the process of recovery and that the worst of the economic downturn has passed. However, in Japan, where the economy has been affected by both rising oil prices and the appreciating yen, business conditions continue to remain challenging for many ship owners.

Turning to the P&I insurance market, there was a further increase in the overall number and tonnage of vessels entered in the Clubs which are members of the International Group of P&I Clubs. This is mostly due to the regular stream of newly-built ocean-going vessels being delivered, although the pace of such deliveries has slowed recently. Whilst the number of claims is still increasing, the frequency of claims is slower than before. However, the number of pool claims (those exceeding the Clubs' retention of USD 8 million)



日本においては、原油高騰と円高の進行から、船主経済という面では、依然として厳しい状況が続いています。

P&I保険業界では、契約量のペースダウンは継続しているものの外航船の新造船竣工により、業界全体では増加傾向が続いております。一方クレーム面では増加傾向がやや落ち着きを取り戻しているものの、各クラブの保有額8百万ドルを超えて国際P & Iグループのプール再保険に達する大型クレームの減少傾向はみられず、高額化傾向が依然として続いております。

当組合におきましては、外航船の契約量は増加したものの、上記プール再保険に達した、あるいは達する可能性のある事故が過去最大の年間7件発生したことから、保険収支並びに財務基盤の安定化を図るため、外航船契約に対し、2009保険年度について予定通り40%の追加保険料の実施、2011保険年度保険料率について10%のゼネラル・インクリースと標準免責金額の引き上げをお願い致しました。又、2010保険年度予定追加保険料40%の内10%を当事業年度内にお支払い頂き、これに伴い、2011事業年度以降支払いの2010保険年度予定追加保険料率を40%から30%に引き下げました。また、内航船契約に関しましても、大型クレーム発生による再保険料の値上げにより20%のゼネラル・インクリースをお願い致しました。

一方、コスト削減策として、組合員及び事務局の各々が11億円、合計22億円を目標としてクレームや事業費の削減に取り組んで参りました。事務局によるクレームコスト並びに事業費の削減につきましては、ほぼ目標を達成することができたものの、前述の内外航の大型事故の多発から、事故の発生防止・軽減によるコスト削減につきましては、目標を達成するには至りませんでした。事務局と致しましては、2011年度においても2010年度に達成した水準を少なくとも維持すべくコスト削減努力を継続してまいります。引き続き事故の発生防止・軽減につきましては組合全体として継続的に取り組む最大の経営課題として組合員の皆様共々取り組んでいく所存です。

次に損益収支についてご報告申し上げます。

has not decreased and the overall costs per claim have shown a tendency to be higher than before.

During the 2010 policy year, the Association experienced an increase in both the number of ocean-going vessels and overall tonnage. Unfortunately, there was a record number of seven (7) pool claims reported during this policy year.

As scheduled, the Association levied a 40% supplementary call for ocean-going vessels (mutual entries) for the 2009 policy year. In addition, there was also a 10% general increase in the level of premiums for the 2011 policy year for such vessels, together with an increase of the standard deductible amount. The purpose of these measures is to balance the budget and improve the Association's overall financial standing despite the downturn in the shipping market. Unfortunately, due to a rise in reinsurance premiums, it was necessary to impose a 20% general increase in premiums for Japanese coastal vessels (fixed premium entries).

Members were also requested to pay an advance 10% of the scheduled 40% supplementary calls for mutually-entered ocean-going vessels for the 2010 policy year by 31 March 2011. As a result, the supplementary calls for the 2010 policy year still to be paid after the 2011 financial year have been reduced from 40% to 30%.

During the 2010 financial year, the Association set out a plan to save costs totalling JPY 2,200 million. Of this amount, JPY 1,100 million was to be saved by the Association in respect of both claims and operating costs, with JPY 1,100 million being the amount by which Members were asked to reduce their claims. Whilst the Association nearly achieved its goal of reducing its claims payments and operating costs, the frequency of significant casualties, meant that it was not possible to achieve the sought-after reduction in Members claims. During the 2011 financial year, we will continue to promote such costs-saving measures to maintain the reduction at least in the level of claims payments and operating costs which were achieved in the 2010 financial year. We will also continue to work together with members in respect of the loss prevention and mitigation plans which are the most immediate major business challenges for the Association.



2010事業年度は、「正味収入保険料」192.3億円(前期比17.7億円増)の増加などにより「経常収益」合計は、199.1億円(前期比18.4億円増)となり、「経常費用」は前述の大型クレームの発生などによる「正味支払保険金」の増加などから197.6億円(前期比10.8億円増)となりました。その結果、「経常剰余金」は1.6億円となり、「税引前当期純剰余」は1.5億円、「当期純剰余」は0.9億円となりました。

また、第2次財務基盤安定策は、2015年度迄にフリーリザーブを200億円とすることを目標にして実行中ですが、2010年度においては異常危険準備金繰入を含めフリーリザーブをさらに6.7億円増額して累計額を97.1億円とし、期初目標には達しませんでした。一歩前進といえます。2010年度は期初よりクレーム発生が異常に多かった年であり、また2011年3月に東日本大震災が発生し損益収支の悪化が危惧されましたが、2010保険年度分の前倒し10%を含め2009保険年度分40%とあわせて50%相当の追加保険料をお支払いいただいたことで黒字を確保したことにより、今後の損益収支並びに財務基盤の安定化に向けて翌年度につながる年度とすることができました。

しかしながら外航船契約で2011保険年度向け5年連続でのゼネラル・インクリース並びに予定追加保険料の一部前倒し徴収、また内航船契約では2年ぶりのゼネラル・インクリースの実施となり、組合員皆様に大きな負担を掛けた年となりました。2005年後半以降急激な増加を示しているクレーム金額は現段階でも好転する兆しは見られず厳しい環境にはありますが、今後とも組合の健全経営並びに体質・基盤の強化に努めてまいりますので、引続き組合運営に対し格別のご支援ご協力を賜りますようお願い申し上げます。

2011年7月20日

理事長 米谷 憲一

The Association's financial status for the 2010 financial year (hereinafter called as the "this term") may be summarised in accordance with the "Income and Expenditure Account" as follows:-

"Ordinary income" for this term was JPY19,910 million, which represents an increase of JPY1,840 million from the 2009 financial year (hereinafter called as the "previous term"). This was due to an increase in "Net premium written" to JPY 19,230 million, which was JPY1,770 million more from the previous term. However, "Ordinary expenses" for this term amounted to JPY19,760 million which was an increase of JPY 1,080 million from the previous term. This rise is due to an increase in "Net claims paid".

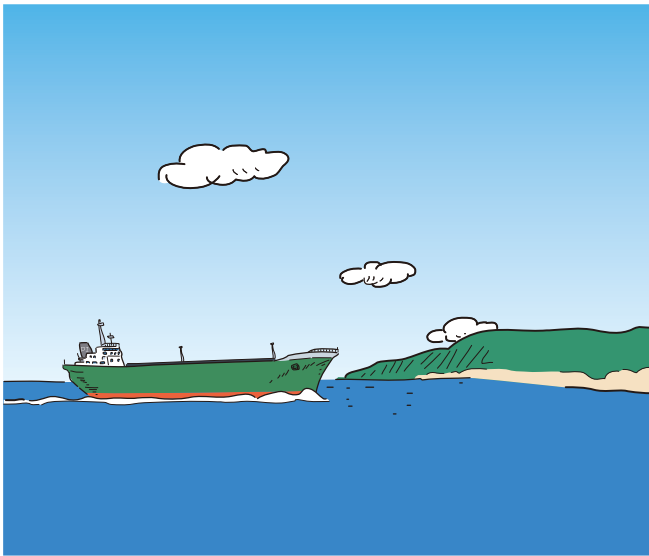
The resulting balance for this term shows an "Ordinary surplus" of JPY160 million, which resulted in a "Surplus before taxes" of JPY150 million and a "Surplus after tax" for this term of JPY 90 million.

As far as our financial strategy plan, "Second Five-Year-Term Strategy to Improve the Association's Financial Strength" is concerned, we are pushing forward towards our target to increase the free reserve up to JPY 20,000 million by the 2015 financial year.

During this term, net accumulated free reserves reached JPY 9,710 million which was partly due to an increase in the catastrophe reserve. Accordingly, whilst the Association has not yet achieved its overall free reserve target, we are taking such steps as are necessary to achieve our goal. Unfortunately, the Association has experienced a higher frequency of claims since the beginning of this term and we anticipate that the resulting balance of our accounts will be negatively impacted by the Great East Japan Earthquake of March 2011.

However, the combination of a 50% supplementary call (being an advance 10% for the 2010 policy year and 40% for the 2009 policy year) enabled us to achieve a surplus of our balance in 2010 and we believe this is a further step towards our target of strengthening our financial position in 2011.

We understand that the Association's Members bore a heavier costs burden during the previous term. This was partly due to the fifth successive general increase in premiums for Members with ocean-going vessels, and the first general increase in two years for Japanese coastal vessels.



Both the volume and value of claims have increased sharply since the last half of 2005 policy year. Business conditions for Members and Association alike remain severe, and there has been no sign of improvement.

Under these circumstances, we must all continue to strive to improve our business operations in order to enhance and improve the sound management and strength of the Association. I would therefore like to take this opportunity to thank you all for your continuous support of and co-operation with the Association.

20 July 2011  
Kenichi Yonetani, Director General

## シリーズ【海の法律】第1回 衝突時の証拠保全の重要性について Series Introduction to MARITIME LAW

今号より新シリーズが始まります。記念すべき第1回は当組合の顧問弁護士で海事案件の解決に豊富な経験をお持ちの佐藤隆昭弁護士に登場して頂き、衝突時の証拠保全の重要性につき説明して頂くことと致しました。

佐藤・堀法律事務所  
弁護士 佐藤 隆昭

### 1. はじめに

海難事故が発生した際の本船対応として注意すべき事柄につき、問題点を幾つか拾い上げてみますので、緊急対応の一助になれば幸いです。



This is the opening article in a new series called "An Introduction to MARITIME LAW". We would like to introduce the first lecturer, Mr. Takaaki Sato, a partner of Sato & Hori Law Firm. Mr. Sato is a Japanese qualified maritime lawyer whose experience of running maritime cases goes back several years.

### The Importance of Preserving Evidence after a Collision

#### 1. Introduction

I would like to discuss what measures the Master and crewmembers should take immediately after a collision occurs. I hope that my advice may help you to efficiently preserve the evidence you need to protect your interests and the legal status of the Master and crew.

As you are well aware, a maritime casualty can take many forms. If the casualty involves injuries, the Master's first task is to make an urgent assessment of the situation and take whatever measures are necessary to preserve life, including instructions to crewmembers. Only after this must the Master report details of the incident to the shipowner and other parties. If the Master delays taking emergency measures because he is upset and / or unable to make a proper judgment as to

一言で海難事故といっても、その種類は多種多様です。人身事故が生じた場合には人命救助の緊急性から事故現場では船長らによる待ったなしの現場対応が求められ、船主宛報告以前に全てを船長の判断に委ねるしかないのである。一刻を争う緊急状況下で船長が動揺し後回しにすべき事柄に時間を割くようでは初期対応での手遅れを誘発し、損害が拡大することになります。重要なことは平時の緊急対応訓練と指示連絡網整備だということです。

## 2. 事故直後の船長の取るべき対応

海難事故が生じた場合に、それが単独事故か衝突事故かで緊急対応内容も異なります。人身事故や油濁事故では現場に即した緊急処置が必要となるので、船長は同時に複数の処置を講じる点で事故現場での船長は正に船主の代行者なのです。

### 事故後に船長が取るべき行動は以下のとおりです；

- ① 船長は衝突地点の特定のために本船位置をGPSで確認し海図上に位置と時刻を記す
- ② 同時に本船損傷状況把握を船員に指示し、相手船との衝突前、衝突時の見合い関係、速度、及び人身事故の有無並びに救助救援の必要性を確認する
- ③ 船主宛の事故報告を迅速かつ正確に行う
- ④ 船主から具体的指示を受けたか否かに拘わらず即座に状況を判断し損害拡大防止措置を船員に指示する
- ⑤ 同時に海上保安部など各官憲への事故報告並びにPI保険・船舶保険への事故連絡を行う
- ⑥ 事故現場状況の正確な把握に努め、同時に衝突相手船の情報を入手する
- ⑦ この状況確認作業結果などの証拠保全措置として、重要な関係資料の管理保管を船員へ指示する
- ⑧ 証拠保全として使用海図・航海日誌は極めて重要な証拠物なので、船長は本船当直航海士に事故詳細情報を海図や航海日誌に記すことを命じ、かつ船長の署名を書き加え、事故時の証拠保全を行う
- ⑨ これに加え、機関士に本船の機関に関わる重要な記録等も証拠保全するよう指示する
- ⑩ 人身事故等で即座の緊急救助作業が優先する

what should be done, any damage could prove fatal. I also believe that it is very important to carry out regular emergency drills and prepare emergency contact networks (Phone & e-mail etc.) for use in the event of a casualty.

## 2. Measures the Master should take after a Collision

The Master should take different measures for a particular average or collision case. Where personal injury and oil pollution occur at the same time, the Master must manage both incidents. So, the Master is actually the representative of the shipowner at the site of the casualty.

I believe that the Master should take the following measures immediately after a collision :

- a. Instruct the deck officer on watch to use GPS to check the position of the collision and mark the time and position on the chart and state the facts in the deck log book. As evidence of the collision, the used chart and deck log book are very important. The Master must then sign the chart and log book.
- b. Grasp the situation correctly and instruct the crewmembers to check the place and extent of damages to the vessel's hull and assess the angle of blow.
- c. Report the incident to the shipowner urgently and precisely.
- d. Instruct the crewmembers to prevent any worsening of damage.
- e. Report as many of the details of the incident as he can to relevant Authorities, the P&I Club and Hull & Machinery insurer.
- f. Find out whether any personal injury has occurred and then determine whether the rescue of injured personnel is required.
- g. Decide whether it is necessary to salvage the vessel.
- h. Put together a detailed summary of the circumstances of the incident including information on the other vessel in the collision.
- i. Instruct the crewmembers to preserve safely important evidence.
- j. Instruct the engineers to preserve evidence about engine motions etc. before and after the collision.
- k. In the event that the emergency preservation of life is necessary, this must take priority over the



場合には、事故に関する証拠保全措置を取ることが後回しにせざるを得ないが、日本海域においては携帯電話等で海上保安部宛118番に連絡の上、事故状況を詳しく報告し、受手側で自動録音して貰う方法で証拠保全に代えることも検討すべきである。これは油濁事故等でも同様となる。海上保安部へ事故状況報告する際にその詳細を述べることは海上保安部にとっても対応策選択で有益であり、また事故直後の情報提供であり正確であると言えるのです。

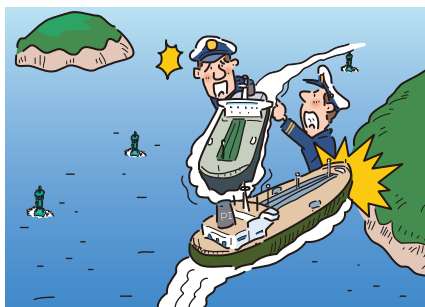
何よりも船長は落ち着いて状況報告ができるよう平素の訓練が不可欠です。安全管理体制として事故報告対応をマニュアル化しておくのも一考であり、出来れば安全管理要綱に加えるべきでしょう。

船長による事故直後のPI保険宛緊急連絡を推奨するのは、突発的事故で混乱している状況下で船主宛に事故報告をしても船主が本船その他に対して即座に適切な現場対応指示を出せるのかといえやはり難しく、この点でPI保険は適宜現場対応指示を出せませし、必要なら船主に代わり海事専門家(海事弁護士、海事補佐人、サーベイヤー等)に依頼し、事故調査や証拠保全などの事故対応を適切に行うことができます。

またこの点につき詳しくは船長及び船会社の担当者の方々にはJapan P & I Club 刊行の船長ハンドブックの「第7章 衝突」を参考にして頂きたい思います。

### 3. 証拠保全の必要性

特に衝突事故であれば相手船との関係から、事故時に船長が船内の関係資料を証拠保全として直接に管理しておけば、仮に海上保安部の取調官が本船に訪船し捜査が開始されても事故情報を的確に伝えることが可能になり、また海難事故原因を調査する関係機



関に対しても適切に回答することが出来るのです。

後日、民事事件で相手船側

preservation of evidence.

- I. If in Japanese waters, the Master must contact the Japanese Coast Guard on emergency phone no.118 and report the facts. The call, will be automatically recorded. This is the next best way for preservation of evidence and the report may help the Coast Guard to consider whether and how they can assist in rescue of life, and preventing the spread of oil pollution etc.

The Master is always required to be trained so that he can keep his presence of mind and report precise information on the casualty to the shipowners and authorities. I also recommend shipowners to produce a manual for emergencies which should set out how the Master and shipowners should deal with the incident.

If a collision or other serious incident occurs I would recommend the Master to contact the P&I Club urgently. The Club can provide the Master with proper advice and, if necessary, can appoint experts such as maritime lawyers, master mariners, surveyors etc. to investigate the details of the collision and help the Master preserve evidence. The Master may have difficulty in reporting the facts of the collision as he may be upset and confused due to the unexpected nature of the casualty, and shipowners may not be able to provide the vessel with proper instructions. This is where P&I can assist.

I would like the Masters and persons in charge for ship operation in shipping companies to refer to the "Chapter 7 Collision" of MASTER'S HANDBOOK published by Japan P&I Club.

### 3. The Necessity of Preserving Evidences

Especially in a collision case, if the Master manages to preserve evidence correctly, he can properly explain the facts of the incident and answer any questions put to him by investigators from the Coast Guard and Marine Accident Inquiry Agency.

Where there is a dispute after a casualty, the shipowner may be able to negotiate a more advantageous settlement of claims if the necessary evidence has been preserved. If evidence has not been properly preserved, it may be difficult to rebut the opponent's allegations. As it is usual that signs of the incident will easily disappear at sea

が事故状況で争ってきても保全された証拠から十分に反論が出来るのであり、証拠保全がなされなかった場合に比し大きな違いが生じますし、海上の事故では重要な証拠が残されることは稀であり、後日の煩わしい紛議を予防する意味からしても、船長として許される限りの範囲内で事故に関わる証拠を保全すべきです。

このように保全された証拠は事故後速やかに船主経由でPI保険等へ事故報告書と共に提出し事故原因解明に役立てることで、保険処理や衝突相手方との紛議解決に極めて効果的ですから、この点で事前に社内でマニュアル化する価値があると言えます。

この証拠保全マニュアル化につき海事専門家の監修を求め事故防止教育機能を組み込むことで、より一層安全管理体制に貢献することになるはずで

す。事故を起こさない為にも社内安全管理体制下で証拠保全の必要性を考察し直すことは有益であり、平時においてこそいかに緊張感を維持できるかが決め手となります。非常に残念なことです。事故は日々起きているのです。

after the incident, I would emphasise that the Master should try to preserve evidence at the time of the casualty in order to prevent unnecessary trouble and disadvantage in the future.

I consider that the preserved evidence together with the Master's Statement of Facts should be submitted to the P & I Club and Hull & Machinery insurer as soon as possible. The cause of the collision can then be analysed and negotiations with opponents should proceed smoothly.

It is recommended that shipowners issue a manual educating the Master and crew on how to prevent marine accidents. Shipowners should obtain the advice of marine experts and include these in the manual. I believe that such a manual would contribute to the safe operation of your vessels.

Finally, I believe that it is essential for the Master and crewmembers how important to keep proper concentration throughout all the time they are at sea in order to prevent any incidents. Please be reminded that marine casualties regrettably occur every day somewhere in the world.

## 神戸支部に赴任して

神戸支部 酒井 亜弥

## Posting in Kobe Branch

Aya Sakai, Kobe Branch

ではここで、本年4月1日付で東京本部より神戸支部に異動となった契約グループ 酒井職員に神戸の印象を語ってまいりましょう。

神戸に赴任して早3ヶ月が経ちました。神戸での業務、そして生活について紹介したいと思います。



Now we have a female staff member in general positions, Ms. Aya Sakai, having moved from our Tokyo Principal Office to the Underwriting Group of our Kobe Branch as from 1st April, 2011. Why not get her frank impressions on her life in Kobe:

As it has been over 3 months since I was transferred to our Kobe Branch, I would like to introduce my work and life in Kobe.

### Our Kobe Branch, Birthplace of The Japan P&I Club

I belong to the Underwriting Group, which is mainly responsible for dealing with Owner Member's P&I insurance contracts, Time Charterer's Liability (TCL) and Freight Demurrage & Defense (FD&D). In addition, we also deal with the Renewal of Insurance Contracts, and provide advice and assistance to Members in relation to questions and issues which relate to insurance



## 当組合発祥の地、神戸支部

私が所属する契約グループは、船主P&I保険、TCL(備船者特約)、FD&D(運賃、滞船料等に関する紛争処理費用及び損失担保特約)等の保険の引き受けや、契約更改の他、組合員皆様からのご相談対応等の業務を行っております。契約グループは現在7人体制で業務に携わっておりますが、宮地支部長との距離感は勿論、職員同士も仲がよく、忙しい時や困った時もさりげなく助け合う風土があります。少人数ならではのチームワークを活かして、保険という側面から船舶の安全運航をサポートできるよう、日々まい進しております。

着任時、ある神戸の組合員様の元へご挨拶に伺った際、「神戸は日本の近代海運業発祥の地であり、勉強会やセミナー通じて一丸となって日本の海運業界を盛り上げたい」と仰っていたのが心に残りました。海運業に対する熱意、ご経験や深い専門知識に触れ、私も海運業に関わる一員として安全運航に貢献し、組合員皆様と強固な信頼関係を築いていきたいと思いました。

## 異国情緒あふれる旧居留地

神戸支部の事務所は商船三井ビルに所在しています。同ビルの外観は近代建築が並ぶ旧居留地海岸通においても重厚さが一際目立ち、シンボリック的存在となっています。歴史のある建物ですので、近くにお越しの際はぜひお立ち寄り下さい。

## 明石海峡が一望できる大蔵海岸

休日は神戸探索に出かけています。神戸は海も山も近く、自然に恵まれており、どこへ行っても風光明媚な所ばかりです。中でもお気に入りの景色は夕暮れ時の大蔵海岸(明石市)です。明石海峡・瀬戸内海に沈む夕日を眺めながら海岸を散歩すると、心が洗われ、とても穏やかな気持ちになります。この海岸沿いの遊歩道はランニングコースとして走っている人も多いため、近々私も走りに行きたいと思っています。もう一つのお気に入りは事務所が所在する旧居留地です。カフェ、パン屋、イタリアンやフレンチ等の洋食屋がずらり。どのお店に入っても料理が美味しく、感動しました。関西

cover. Presently, our Group consists of 7 members of staff who enjoy a close working relationship with all our other staff including, our General Manager, Mr. Yutaka Miyaji. As we are a small team, we work together in close proximity with each other and our colleagues. This enables us to cooperate as a team and also allows us to get to know what is happening in all areas of the Association's business. We are therefore able to study together and are ready to assist our Members with any queries.

Recently, when I made a courtesy visit to one of our Members, they advised me that as Kobe is the birthplace of Japan's modern maritime industry, they wish for all the Members in Kobe to unite together as a group to boost Japan's marine industry. I was profoundly moved by the Member's words. Since then, I have a strong motivation to support our Members in respect of insurance matters and it is my goal to build a strong and trustworthy relationship with all the Members.

## The exotic Former Foreign Settlement

Our Kobe Branch is based in the Mitsui OSK Building, which is located in the historic former Foreign Settlement area. The style and appearance of the building stands out from other modern architecture by its dignified appearance. It is quite simply, a symbol of the local area. If you have chance to come to Kobe, please do visit our office.

## Sunset on Okura Beach

At the weekend, I am lucky to enjoy exploring Kobe's many beautiful landscapes. One of my favorite of which is watching the sunset on Okura beach. Spending time there is both calming and relaxing. This coastal path is also well known as a jogging course.

Another of my favorite places is the former Foreign Settlement area, where our office is located. This area has many cafés and bakeries as well as a good number of Italian and French restaurants, all of which serve tasty and fabulous food!

In addition, the Kansai Area has a wide variety of restaurants with reasonable prices and good food. With so much choice, it is easy for people to become discerning about food, a skill which I am rapidly acquiring. With all this choice, I wish to



は安くて美味しいお店が沢山あるので味にうるさくなると赴任前に聞いておりましたが、その通りだと思います。

今後とも組合員様のお力に添えるよう努める所存ですので、ご指導ご鞭撻の程よろしく申し上げます。

start jogging the scenic path on Okura Beach in the near future!

We will continue to provide our best support to our Members which will hopefully, contribute to a safe voyage for all their vessels and their crew.

## 人事のお知らせ Staff News

### ◎人事異動 / Changes:

**2011.7.1 / On 1 July 2011**

損害調査部・部長兼第4グループリーダー  
赤坂裕章

Hiroaki Akasaka, Assistant General Manager, has been promoted to General Manager of Claims Department. He has also been appointed Assistant General Manager of Group IV of the department.



**2011.7.20 / On 20 July 2011**

理事 契約総括部長兼業務グループリーダー  
小川 優

Masaru Ogawa, Assistant General Manager, has been promoted to Director and General Manager of Underwriting Administration Department. He has also been appointed Assistant General Manager of Reinsurance Group of the department.



理事 総務部長  
田中良英

Yoshihide Tanaka has been appointed Director and General Manager of General Affairs Department.



企画部長  
川上 勉

Tsutomu Kawakami, General Manager, has been moved to Planning Department.



### ◎よろしく申し上げます(新職員紹介) / Recent Arrivals:

**2011.6.23 / On 23 June 2011**

企画部企画グループリーダー  
上田直樹

Naoki Ueda – Assistant General Manager, Planning Department.



### ◎ありがとうございました(退職者) / Leavers:

**2011.4.30 / On 30 April 2011**

今治支部  
木原直美

Naomi Kihara, a staff of Imabari Branch resigned on 30 April 2011.

**2011.6.30 / On 30 June 2011**

損害調査部  
小池紗綾

Saya Koike, a staff of Claims Department resigned on 30 June 2011.

**2011.7.26 / On 26 July 2011**

損害調査部第1グループ  
相良恵里

Eri Sagara, a staff of Group I of Claims Department resigned on 26 July 2011.

**2011.7.31 / On 31 July 2011**

総務部・部長  
平山 泉

Izumi Hirayama, General Manager of General Affairs Department retired on 31 July 2011.

**2011.7.1 / On 1 July 2011**

損害調査部第3グループ・リーダー  
澤村 聡

Satoshi Sawamura – Assistant General Manager, Group III, Claims Department.





JAPAN P&I CLUB  
日本船主責任相互保険組合

ホームページ <http://www.piclub.or.jp>

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