On behalf of the Association I would like to offer heartfelt condolences to everyone affected by the Great East Japan Earthquake and to express our deepest appreciation to Members for their dedicated support during this difficult time.

Moving on to the business of the Association, your Board has deemed it necessary to increase premiums for the 2011 policy year. As announced in our Club Circular No.10-018 (25 November 2010), premiums for ocean-going vessels are subject to a general increase of 10%, and those for coastal vessels a general increase of 20%. We regret any strain these increases may place on Members but they are unavoidable in current conditions. However, thanks to the much appreciated support of our Members, we were able to meet our planned target of an increase in premium, and the tonnage entered with the Association at 20 February 2011 to about 89 million tonnes for ocean-going vessels, and about 2.9 million tonnes for coastal ships. I would like to
残念ながら組合員の皆様には今年もご負担をかけてしまいましたが、皆様のご理解とご協力のお陰により組合全体で目標に近いインクリース率を達成し、外航約8,900万トン、内航約290万トンの船隊で2011保険年度を迎えることができましたこと、衷心御礼申し上げます。

2010保険年度を振り返ると、外航船契約につきましては当組合において数件のブールクレームが発生し、内航船契約につきましても大型クレームが発生しております。その後2011保険年度に入りましてからも大震災関連事故が報告されてきておりますが、その全状況は今後さらに時間要するものと思われますことから、まだまだ現状できない状況にあります。

これまで当組合のロスプリベンション活動はコンディションサーベイの実施とロスプリベンションガイドの発行を中心に行なってまいりましたが、事故増加傾向に歯止めがかからない状況ですので今後は上記以外の方策も積極的に行われる必要がございまして、事故の減少をはかって保険金の削減に少しでも貢献したいと考えております。それには船舶管理その他の組合員の皆様のご協力を是非とも賜ります必要がありますので、よろしくお願い申し上げます。またコスト削減策も引き続き実施してまいります。

一部の船種ではマーケットが回復基調であると伺っておりますが、直接、間接とも大震災の影響によりまた長引く円高傾向により組合員の皆様は大変苦しい状況にあるものと理解しております。この未曾有の危機を乗り切るには組合員の皆様と組合とが一丸となって事故を減らし健全な組合運営に邁進しなければならないと思われますので何卒よろしくお願い致します。

更改の概要を次の通りご報告いたします。

express our sincere gratitude to the Members for their kind dedication.

Turning to the recent claims experience of the Association, the 2010 policy year was unfortunately marked by some pool claims involving ocean-going vessels and some significant claims involving coastal vessels. The 2011 policy year may turn out to be significantly affected by the earthquake. Further information on this is awaited and will be passed on to Members in due course.

The Association is taking steps towards the goal of improving its claims position. Condition surveys, Loss Prevention Bulletins and other measures are all enthusiastically pursued by the Association in trying to reduce the frequency of claims and the amounts paid out. In seeking to achieve its goal, the Association is fortunate in being able to rely on the excellent experience and expertise of our Members as built up over many years. We also continue to look for ways of reducing the costs incurred by the Association in carrying out business on behalf of its Members.

Although some Members are experiencing favourable conditions in their market sectors, we are aware that many will be affected directly or indirectly by the combined effects of the earthquake and the strong Yen. The Association requests Members’ continued understanding and co-operation in order to overcome current difficult conditions. By working closely together, the Association and its Members can achieve a decrease in the incidence of claims, and maintain sound management within the Association.

It is our pleasure to report the following renewal details:
外航船保険

2011保険年度の10%のゼネラル・インクリースの影響もあり、加入隻数は減少となりましたが、皆様のご支援により、ほぼ所期の目標を達成することができました。2011保険年度更改実績は対前年同期比141隻減、0.7百万トン増の2,558隻、89.0百万トンとなりました。

内航船保険

近年の契約量の減少傾向に絶めがかからず、2011保険年度の20%の保険料率引き上げも相俟って契約量が大幅に減少となり、2011保険年度更改実績は対前年同期比426隻減、0.4百万トン減の2,804隻、2.9百万トンとなりました。

本年度もJapan P＆I Clubをよろしくお願い申し上げます。

常務理事 小林 卓視

Ocean-going Vessel

In spite of the steady increase of new vessels, the number of ocean-going vessels decreased year-on-year by 141 to 2,558. This represents a 0.7 million tons contraction in ocean-going tonnage to 89.0 million tons.

Coastal Vessel

The trend of decrease has unchanged from the last year. The number of coastal vessels decreased year-on-year by 426 to 2,804. This represents a 0.4 million tons contraction in coastal tonnage to 2.9 million tons.

We would therefore respectfully request that Members provide us with their continuing support and co-operation throughout the year to come.

Takami Kobayashi,
Executive Director

契約量推移（総トン数）

Entered Tonnage

<table>
<thead>
<tr>
<th>内航船／Coastal Vessel</th>
<th>外航船／Ocean-going Vessel</th>
</tr>
</thead>
</table>

船齢別契約分布比

Entered Tonnage by Age

- 15〜19年 (Year) 6.6%
- 20〜24年 (Year) 8.5%
- 10〜14年 (Year) 15.6%
- 5〜9年 (Year) 26.6%
- 0〜4年 (Year) 42.8%

（保険年度／Policy Year）
Introduction of Tokyo Underwriting Department

On a daily basis, the staff of the Tokyo Underwriting Department (the "Department"), have direct contact with our Members who contract with this Department in respect of various underwriting matters.

Whilst such matters mostly relate to a new entry or the renewal of our Owner Members’ P&I insurance contracts, they also include issues which relate to many other kinds of insurance such as Time Charterers Liability (TCL); Freight Demurrage & Defence (FD&D); and Ship Owners Liability to cargo (S.O.L.). As a result, Members are in regular contact with this Department on a wide variety of questions and issues which directly affect their cover. For our Members who contract with this Department we are their first contact with the Association.

The General Manager of the Department is Keisuke Kobayashi who has responsibility for a 18 members of staff. The Department itself is located on the fourth floor of our principal office building in Tokyo.
契約部は次の3つのグループで構成されています。

・第1グループ
・第2グループ
・ドキュメンテーショングループ

従来の第1グループが担当しておりました外航組合員の一部を第2グループの担当に変更させていただき、その担当者も第2グループへ異動致しました。引き続いて第1グループが担当する組合員に対し、よりきめの細かいサービスが可能となるよう第1グループの担当者を1名増員致しました。また引き続き台湾、香港、中国等の海外フリートも担当致します。

第1グループ担当者:
守屋 直幸（グループリーダー）
藏田 由美（アシスタントマネージャー）
杉田 奈穂
鯉川（Huan Rao）
中川 涼子

内航船の組合員の皆様の契約に関しては引き続き第2グループで担当させて頂きますが、これまで内航船中心であった第2グループが新たに多数の外航船組合員の皆様も担当させて頂くとなりました。海外フリートにつきましては韓国、シンガポール等第1グループ担当地域以外を担当致します。

The area for which the Department has responsibility stretches from Hokkaido in the North to Nagoya in the West.

On 1st April 2011, there were several changes to personnel within the Association. These changes occur on an annual basis and are designed to ensure that each person in charge gains valuable experience in as many departments within the Association as possible. Taking this opportunity, we slightly re-organised the allocation of personnel within the Department as set out below. These small changes will ensure that we can further anticipate the needs of our Members as efficiently and effectively as possible.

Within the Department, there are three separate Groups which look after the interests of our Members;

Group I; Group II; and the Documentation Group

Due to a recent re-organisation within the Department, several Ocean-going Members who were formerly handled by Group I have now been transferred to the care of Group II. However, in order to maintain continuity, the persons in charges of these Members have also been moved to Group II.

In addition to the above changes, Group I has received one additional member of staff to provide more detailed support services to our existing Group I Members.

Group I now has responsibility for not only Japanese Ocean-going Members but also for those fleets which belong to countries which include Taiwan, Hong Kong and China.

Group I Members of Staff:
Naoyuki Moriya (Group Leader)
Satoshi Kurata (Assistant. Manager)
Nao Sugita
Huan Rao
Yoko Nakagawa

Until recently, Group II mainly provided services to our coastal domestic Members. However,
第2グループ担当者:
森田隆男（グループリーダー）
松原敬一郎（アシスタントマネージャー）
篠崎吉邦
水島敬一
神田友子
下村将介
井手有一
前野好孝

ドキュメンテーショングループは引き続き本船の運航に重要な意味を持つ証書類の発行をしていきます。

ドキュメンテーショングループ担当者:
守屋直幸（グループリーダー 第1グループ兼任）
酒井洋（マネージャー）
水島敬一（第2グループ兼任）

新保険年度を迎えて心機一転、皆様にご満足して頂けるよう契約部一同頑張ってまいりますのでよろしくお願い申し上げます！

尚、各グループの連絡先は以下のとおりです。

第1グループ　Tel: 03-3662-7211　Fax: 03-3662-7225　e-mail: ocean-sect@piclub.or.jp
第2グループ（外航）Tel: 03-3661-7211　Fax: 03-3662-7225　e-mail: ocean-sect@piclub.or.jp
　（内航）Tel: 03-3662-7212　Fax: 03-3662-7225　e-mail: coastal-sect@piclub.or.jp

ドキュメンテーショングループ
Tel: 03-3662-7403　Fax: 03-3662-7225　e-mail: docum-division@piclub.or.jp

following the re-organisation of our Department, Group II now takes care of many of our Ocean going Members together with those non-Japanese fleets which are not dealt with by Group I. These include fleets from countries such as Korea and Singapore.

Group II Members of Staff:
Takao Morita (Group Leader)
Keiichiro Matsubara (Assistant Manager)
Yoshikuni Shinozaki
Keiichi Mizushima
Tomoko Kanda
Shosuke Shimomura
Yuichi Ide
Yoshitaka Maeno

The Documentation Group has responsibility for issuing important certificated documents, which are required for many aspects of shipping operations.

Documentation Group Members of Staff:
Naoyuki Moriya (Group Leader, also Group Leader, Group I)
Michiru Sakai (Manager)
Keiichi Mizushima (also Member of Staff, Group II)

The New Policy Year is the most appropriate time for the Department to make a fresh start and provides the best opportunity for each member of staff of the Department to provide Members with a more efficient and effective level of service.

We would like therefore to thank all of our Members for their continued support and further cooperation.

The contact details of the Department are as follows;

Group I　Tel: 81-3-3662-7211 Fax: 81-3-3662-7225　e-mail: ocean-sect@piclub.or.jp

Group II
(Ocean-going) Tel: 81-3-3661-7211 Fax: 81-3-3662-7225　e-mail: ocean-sect@piclub.or.jp
(Coastal) Tel: 81-3-3662-7212 Fax: 81-3-3662-7225　e-mail: coastal-sect@piclub.or.jp

Documentation Group
Tel: 81-3-3662-7403 Fax: 81-3-3662-7225　e-mail: docum-division@piclub.or.jp
東日本大震災について
The Great East Japan Earthquake

3月11日に発生した東日本大震災は、国内観測史上最大となるマグニチュード9.0という大地震であり、また、津波と火災により多くの被害がもたらされました。亡くなった方々のご冥福を衷心よりお祈り申し上げますとともに、被災された皆様のご心中、ご苦労をお察し申し上げ、心よりお見舞い申し上げます。また、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。

震災による被害は日が経つにつれ深刻な状況が明らかになっておりますが、津波による船舶の座礁や港湾設備の損傷、更には福島第1原子力発電所の放射能問題による被害も発生し、海運業界においてもその影響は計り知れないものとなっています。

また、今回の震災では当組合の本部のある東京都中央区でも震度5強の揺れにまわれました。当組合ビルは1987年に建設され、鉄骨構造の免震ビルですが、それだけに揺れは激しく、本部ビルの内装の破損、ファイルキャビネットの転倒などの物的被害が発生しましたが、幸い従業員に怪我等はありませんでした。当組合では、組合員の皆様からの事故のご連絡やお問い合わせ、ご相談に迅速に対応できるよう直ちに業務再開を行ない、組合員の皆様の利便性を損なうことのない体制を整えておりますのでご安心下さい。

On 11 March 2011 at 1446 local time an earthquake of magnitude 9.0 on the Richter Scale, a record for Japan, occurred off the coast of Sendai, Honshu in Northern Japan.

We would like to offer our prayers for all those lost in the earthquake and resulting tsunami and fire. We also offer our sincere condolences and sympathies to their families, friends and all other individuals in the areas affected by the disaster, and our wishes for a quick recovery of those areas.

The extent of the damage caused is becoming clearer on a daily basis. Port facilities were devastated and the tsunami caused many ships to run aground. Damage has also been caused to the Fukushima No. 1 nuclear power plant.

It is not yet possible to quantify the financial impact of the earthquake on the Japanese maritime industry.

The Association’s principal office is in Tokyo’s Chuo Ward, where the earthquake registered Intensity 5 on the Japanese scale of 0 – 7. Fortunately none of our staff was injured, although there was some interior office damage such as falling filing cabinets.

All our offices are fully operational, and indeed throughout the period since the earthquake we have sought to maintain all customary contact with Members, and to deal with all matters involving maritime claims in an efficient and timely manner. Please therefore be assured that we remain ready to assist Members with their enquiries at their convenience.
1. Second Visiting Ships Campaign

As we reported in the Japan P&I Newsletter August 2010, we conducted the first Visiting Ships Campaign from April 2010 to June 2010, by which we alerted our Members’ ships to the prevention of future loss. During the two months’ Visiting Ships Campaign, we visited thirty (30) Members’ ships.

As a second Campaign, we, the staffs of our Club, visited twenty three (23) ships during the period from the late September 2010 to December 2010. While in the first Campaign we visited mainly the ships of Tokyo-based Members at the ports of Kanto area (Tokyo, Chiba, Ibaragi, Kanagawa etc), in the second Campaign, we visited the ships of Imabari, Kobe, Korea, Taiwan-based Members in addition to the ships of Tokyo-based Members.
2. On board the ships

Just as in the first Campaign, normally two staffs (= a senior staff such as Group Leader or above accompanied by a junior member of staff) visited the various ships. On board the ships, we delivered the Campaign poster (whose catchword is “KNOW SAFETY NO PAIN, NO SAFETY KNOW PAIN”) to the ships and also provided each ship with past issues of our P&I Loss Prevention Bulletins together with a copy of the booklet named “Master’s Handbook”. Taking the opportunity, we explained the trend of the claims of the ships of our Members and the cases of the big accidents etc and we discussed and exchanged the views in respect of the prevention of the accidents. We were deeply impressed with the sincere attitudes and efforts of the masters and other crew members towards the safety of the ships.
3. Future plan for this Campaign

In this second Campaign we visited Bulkers, Chemical Tankers and tramp ships. The schedule of such ships was often forced to change depending on the situation and therefore we can also understand that there should be a big difficulty and burden on the crew members, the staffs of the operating sections and the port agents who are endeavoring to operate the ships. In spite of such situation, however, our Members and the crews of the ship have provided us with their utmost support and cooperation for which we have to express our sincere appreciation and thanks.

In the meantime, there were many big accidents for our Members’ ships for the last policy year of 2010 and so regretfully we had to request our Members to increase the insurance premium by 10% for the policy year of 2011. The improvement of the result in respect of the claim for our Members’ ships as a whole is a strong wish of our Members and the Club. We would like to strengthen the Loss Prevention activities to assist our Members and we think that the Visiting Ships Campaign is one of them and that it should continue from now on also. We sincerely wish that our Members would support this Campaign.
人事のお知らせ
Staff News

◎人事異動／Changes:
2010.4.1／On 1 April 2011

総務部・部長
田中良英
Yoshihide Tanaka, General Manager, has been moved to General Affairs Department.

福岡支部グループリーダー
松井徳治
Nonhiro Matsui, Assistant General Manager, has been moved to Fukuoka Branch.

約束第1グループリーダー兼ドキュメンテーショングループリーダー
守屋直幸
Naoyuki Moriya, Assistant General Manager, has been moved to Group I of Tokyo Underwriting Department. He has also been appointed Assistant General Manager of Documentation Group of the department.

約束第2グループリーダー
森田隆男
Takao Morita, Assistant General Manager, has been moved to Group II of Tokyo Underwriting Department.

損害調査部第3グループ・マネージャー
福島正俊
Masatoshi Fukushima, Manager, has been moved to Group III of Claims Department.

今治支部約束グループ・マネージャー
堂坂澄
Sumito Dosaka, Manager, has been moved to Underwriting Group of Imabari Branch.

◎ありがとうございました（退職者）／Leavers:
2011.3.31／On 31 March 2011

今治支部約束グループ
山谷英利
Kazuhide Yamazumi, Senior Analyst of Imabari Branch retired on 31 March 2011.

福岡支部
佐藤健子
Gyoko Sato, Senior Analyst of Fukuoka Branch retired on 31 March 2011.

We wish them a long and happy retirement.

◎よろしくお願いします（新職員紹介）／Recent Arrivals:
2011.3.15／On 15 March 2011

情報システム部情報システムグループ
古川裕介
Yusuke Furukawa — Information Systems Group, Information Systems Department

2011.4.1／On 1 April 2011

契約部第2グループ
下村将介
Shosuke Shimomura — Group II, Tokyo Underwriting Department

損害調査部第1グループ
三木雄介
Yusuke Miki — Group I, Claims Department

損害調査部第4グループ
黒木恵里果
Erika Kuroki — Group IV, Claims Department

今治支部
武田和
Kana Takeda — Imabari Branch

2011.4.1／On 1 April 2011

ロンドン駐在員事務所
しーナマネージャー兼リアル・アドバイザー
ロイストン・ディッチ
Royston Deitch — Senior Manager & Legal Advisor, London Liaison Office