

BRITANNIA P&I CLUB  TRUSTED SINCE 1855

## 海難事故のコンサルティング（Claims Manager）/神戸勤務

ロンドン本社とのやり取り多数発生■英語ビジネスレベル以上

## Job Information

**Hiring Company**[The Britannia Steam Ship Insurance Association Europe](#)**Subsidiary**

ティンドールライレー・ブリタニヤ・ジャパン株式会社 海事に関する総合的なコンサルティング業務

**Job ID**

1175570

**Industry**

Insurance

**Company Type**

Small/Medium Company (300 employees or less) - International Company

**Non-Japanese Ratio**

(Almost) All Japanese

**Job Type**

Permanent Full-time

**Location**

Hyogo Prefecture, Kobe-shi Chuo-ku

**Train Description**

Kobe Line, Motomachi Station

**Salary**

Negotiable, based on experience

**Holidays**

完全週休2日制（土日祝）、年末年始 等

**Refreshed**

June 24th, 2024 05:00

## General Requirements

**Minimum Experience Level**

Over 6 years

**Career Level**

Mid Career

**Minimum English Level**

Business Level (Amount Used: English usage about 50%)

**Minimum Japanese Level**

Native

**Minimum Education Level**

Bachelor's Degree

**Visa Status**

Permission to work in Japan required

## Job Description

世界中を航行している船舶の船主（船会社、商社など）をクライアントとし、船舶管理・運航者との間の橋渡し役を担って

海外の領域も関わる為、ロンドン本社のチームと協力し合い、世界中のデータをシェアしながら、P&I保険に関する事故処理・対応を行っていただきます。

https://japanese.britanniapandi.com/

#### 【職責および求められる役割】

－海難事故（貨物、対物損害、船員の人身事故、など）に関する事務処理、問い合わせ対応（既存クライアント）

－事務管理、保険契約者に対するコンサルティング業務（適切な助言、指示）

※案件に応じて、国内外の出張が発生する場合がございます。

#### 【勤務地】兵庫県神戸市

兵庫県神戸市中央区海岸通3番地 シップ神戸海岸ビル14階

最寄り駅：元町 徒歩7分

## Required Skills

### 【応募条件】

- ・ 学歴：大学卒以上

### <必須要件>

- ・ PC操作（Outlook、Word、Excel、PowerPoint etc.）

### <歓迎要件>

- ・ P&I保険業界、または弁護士、または船会社、海事代理店にて勤務経験がある
- ・ 貨物損害に関して十分に精通している
- ・ 海難リスクに関する知識
- ・ 保険管理データベースの知識（Electronin Document Management System or BPMS System equivalent）

### 【求められる人物像】

### <必須要件>

- ・ 円滑に業務を行えるコミュニケーション力（日本語、および英語）
- ・ 顧客志向に立った営業力
- ・ 最良な方法で判断できる洞察力
- ・ 事務処理の正確性

### <歓迎要件>

- ・ 最善の結果を得るために交渉できる能力

## Company Description

**We are the oldest P&I Club in the world. Trusted by our Members since 1855, we have built a reputation for providing an exceptional standard of service.**

The Club has gone from strength-to-strength by embracing our core values of Integrity, Trust, Specialisation, Excellence and Mutuality, meaning our Members always come first. Our history of financial strength and a premium service have established Britannia P&I as one of the market leaders in the International Group of P&I Clubs.

- ・ 166 years in business
- ・ 240members
- ・ 46m chartered t nnage
- ・ 125m owned tonnage

**Tindall Riley (Britannia) Japan Limited is the new name for Cornes P&I Co Ltd, which was acquired by the Managers on 3 April 2017.**

Tindall Riley (Britannia) Japan Limited is headed up by Mr T Sugiyama and operates from two offices in Tokyo and Kobe. They employ a total of 16 staff and provide Britannia Members with high quality services.

Tindall Riley (Britannia) Japan Limited, as it is now known, has had a continuous presence in Japan since 1953, originally through the company Cornes & Co. Cornes & Co is an old company with a venerable history almost as long as Britannia's. It was formed in Yokohama in 1861, by Frederick Cornes (born in Macclesfield, England, in 1837) and his partner William Aspinall. The company was originally known as Aspinall, Cornes & Company and its main business was the export of silk and green tea. By 1868, however, their activities had expanded and in this year they were appointed agents for Lloyd's of London.

The relationship with Britannia began in 1953, when Cornes & Co were appointed as Correspondents in both Kobe and Yokohama. The listing in Tokyo finally appeared in 1974. Mr M Yagiu, who headed the P&I section and worked for Cornes from 1962 until 2001, was given the Order of the British Empire (OBE) by the Queen in 1998. In 1994, it was decided to create a separate company, Cornes P&I Co Ltd, which remained in the full ownership of Cornes & Co until the purchase by the Managers (and contemporaneous name change) on 3 April 2017.

In August 2018 David Cave was seconded from London to Tokyo, continuing in his role as P&I and FD&D claims director for Japan, working alongside TR(B)J staff and in close coordination with the Japan claims team in London.

## SERVICES

### • LOSS PREVENTION

Our Loss Prevention team offer Management Reviews, Root Cause Analysis (RCA), Technical Seminars, and Publications to Members. To ensure ships standards are maintained to the highest level, the team also liaises with trusted surveyors to conduct Condition Surveys onboard.

- TRADING CERTIFICATES
- ADDITIONAL INSURANCES

### • CLAIMS HANDLING

Excellent claims handling is key to ensuring that all Members receive the maximum benefit from mutual insurance. This is true whether for Owners or Charterers, and also in both P&I and FD&D cases. Successful claims handling permits us to resolve problems effectively and to minimise financial impact for both Members and the Club. Maintaining this close contact on claims provides us with great awareness of individual Members' operations as well as a broad knowledge of issues experienced across the Club's membership.

### • FD&D

FD&D (Freight, Demurrage and Defence) provides assistance to Members for the cost of legal representation and expert advice in relation to claims, disputes and other matters of a shipping nature which are not already covered by P&I and are not covered by any other form of insurance.

### • CHARTERERS' COVER

CHARTERERS' P&I, DAMAGE TO HULL (DTH) AND FREIGHT, DEMURRAGE AND DEFENCE (FD&D)

In respect of liability to seamen, damage to property, removal of wreck and many others, the Club provides cover on the basis of a combined single limit of up to USD 750 million or EUR 750 million. However, where needed, we are able to offer more comprehensive third party liability cover. We can arrange this cover either as a standard extension or on bespoke terms.

### • OWNERS' P&I

Membership of our club is generally open to registered owners, operators, managers or charterers of a ship. However, if you are a registered owner, it's likely that you might be part of a corporate structure that includes other legal entities that could incur liabilities that arise from the operation of a ship. In these circumstances we will only consider a limited number of companies for full cover, either as a Member or as a co-assured. If your company falls outside the categories that are entitled to full cover, it may be added as an 'associated company', but only in so far as the Member would be able to pay, had the claim been directed against them.

### • UNDERWRITING