1. Historical Seaquake Observations
www.seaquake.com/stranding/observations.html - [Cached]
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According to Frank Rossi, the retired editor of the Mariner's Weather Log, on 15 April 1941, somewhere near 18 N by 103 W, a seaquake interacted with a vessel loaded with steel assembly causing some pieces weighing 6 tons, to shift about 6 inches and to jump as much as 5 to 6 inches up and down from its blocks (Rossi, F. 1969).

Rossi also reports that on 15 June 1966, the captain of the MV NINGHAI, while at about 10 S by 161 East in the Solomon Islands, reported being shaken repeatedly for over 2 hours by a seaquake. The damage report read as follows : The cathode ray tube shattered, the capillary tube in the barometer was smashed, valves were shaken out of their sockets in the wireless transmitter, the suspension wire on the gyro snapped and the azimuth mirror on the monkey island gyro repeater feel off. In addition we made some water in No. 3 double bottoms and after peak ; also the main engine fuel line was broken and the sanitary tank on the monkey island was holed. No water was made after the tremors, which suggest that as the ship was being shaken water was entering these tanks through various rivets and seams which had started and opened, but only for the duration of these tremors. The mast whipped about a great deal, and the funnel rattled alarmingly..

Rossi also reflects on the varied ways many ships locate at random distance from the epicenter are effected by reviewing ship reports from the large shallow-focused Mexican earthquake of 3 June 1932. Although the epicenter was located 30 miles inland, the SS SOLANA, steaming through a smooth sea with light variable winds in water over 4, 800 feet deep, 60 miles from the epicenter, experienced strong violent shaking for about 7 seconds. Only 10 miles away, the MV SEVENOR experienced less severe vibrations but lasting nearly a minute. Condition aboard the MV NORTHERN SUN were entirely different. Although the vessel was 115 miles from the epicenter, vibrations lasting for 3 minutes became so violent that the engines were stopped. Before the earthquake, the sea was smooth with a slight westerly swell, but after the event the sea had become confused and the swell pattern had changed. Further to the North, 130 miles from the epicenter, the SS Arizona commenced to vibrate and continued to do so for about 75 seconds.
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Rossi, F. (1969) Seaquakes : Shakers of Ships, Mariners Weather Log, 11 (5) pp 161-164

Sverdrup, H.U. et al (1942) The Oceans, Prentice-Hall, Inc. pp 543

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