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Comdandante de la Segunda Zona Naval

I am writing to you as a refugee, and because of a serious problem here in La Paz which has resulted in grave damage to my vessel and which has disabled it and left me stranded in La Paz. This problem also affects others who visit La Paz by boat and has caused a dramatic reduction in marine tourism in recent years.

The problem is the undue influence of foreigners on Mexican affairs here in La Paz, and the rumors and crimes committed against Mexicans and foreign visitors by a large group of mostly illegal immigrants protected by these powerful people. The rumors and crimes committed by these people have left my vessel, which is my primary home and hospice, gravely damaged and disabled and myself seriously injured and without the facilities to repair my vessel. I have exhausted all possible efforts as well as my financial resources in attempting to repair my vessel. The damage to my vessel is grave, the situation I have been put in is intolerable, I am in poor physical health, and I am in constant danger due to the state of my vessel and the rumors spread by these people. The assistance I require is in securing facilities that I might be able to enact these repairs and leave the area, facilities you can provide in the form of an abandoned boatyard in Pichilingue which technically belongs to the Navy.

My proposal is to set the property up to and haul out my vessel, then utilize the infrastructure to haul out vessels which are abandoned in the bahia and dispose of them legally and safely. This property is presently abandoned, is ideally suited to my situation, and is actually at the center of the problems which led to the damage to my vessels and injuries to myself and my family. Use of this property will afford me the opportunity to repair my vessel while also allowing for the removal of boats which represent a hazard to navigation and therefore future problems that the Navy will eventually have to deal with. Most important is that having use of facilities which are not presently being used will solve my problems and allow me to leave La Paz, and will do so without cost to anyone and which benefits the Navy by providing the recovery of land belonging to the Navy as well as clearing the bay of hazardous vessels.

Please review the following details of my situation and proposal. If you require further information or would like to meet to discuss these matters in person, please contact me via email or phone as listed above. I have no way of receiving mail here in Mexico thanks to my situation and would appreciate your accommodation of my difficulties with communication. I do desire to meet with you and discuss these matters in person, but would require a translator at a minimum in order to accommodate my disabilities.

Thank you,

Michael Wolf

## **My status and health:**

I am disabled, having suffered brain damage in 2004. I require a live-in caregiver. My vessel is set up specifically to accommodate my health and other needs. I cannot live under any other circumstances. I have invested my future in my vessel. Without my vessel, I do not have a future. My disabilities and needs can be verified here:

<http://disperser.info/documents/refuge/priorapplication/HealthCertificateMX.pdf>

I am presently suffering from several hernias which are the direct result of the situation I was placed in because of the criminal activity here in the La Paz marine tourism industry. I also ruptured an ear drum last year and still have difficulties with any underwater work on my vessel. My condition leaves me sensitive to stress which decreases my ability to function. The amount of stress I am now under because of the level of damage to my vessel and graveness of my situation has severely limited my ability to function normally and thus care for myself. My health is deteriorating.

I came to La Paz in 2014 with the Baja Ha Ha, a rally which provided necessary assistance for my first long distance sailing voyage, taken because I had to flee persecution and mistreatment in my state of vulnerability. I attempted to apply for refuge when I arrived in Mexico, but my efforts were thwarted and I have since discovered this is because of one person, Daniel Shroyer, who acts to protect those who are here in Mexico without permission and who operate illegal businesses. I have pursued my case persistently and vigorously despite his and other meddling.

My refuge case is moving forward, with IFDP having recently submitted a request for a hearing for inaction on the part of COMAR in responding to my application for refuge. You can confirm this with Evelyn Sanchez Martinez of IFDP at [evelyn.sanchez.martinez@correo.cjf.gob.mx](mailto:evelyn.sanchez.martinez@correo.cjf.gob.mx) whom I give permission to discuss my case as necessary to confirm I am applying for and the status of my application for Refuge here in Mexico.

I am highly intelligent and, aside from requiring a live-in caregiver to assist with my basic care, I am capable of learning and doing anything I require to live, including all repairs, maintenance, and improvements to my vessel, assuming I have sufficient facilities. I am also the only competent expert with the skills to work on my vessel given it is a unique material, laminated ferro-cement. I have not only completed all work on my vessel myself, but have also built a ferro-cement dinghy, and invented two new types of sails. I have even proposed making pangas out of ferro-cement. My curriculum vita can be found here: <http://disperser.info/cv.wolf.html>. My proposal to make ferro-cement pangas can be found here: <http://disperser.info/documents/ProposalLFC.pdf>. I do not require the services of a boatyard to repair my vessel and in fact, no boatyard is capable. I only require the facilities and infrastructure so that I might haul out and repair my own vessel.

## **Status of my vessel:**

My vessel is a 67 foot long, 48 ton, laminated ferro-cement center pilothouse motorsailer, manufactured in 1975 in Sacramento, California, and which I purchased as an incomplete but serviceable vessel in September 2012. I have lived on my vessel since December 31<sup>st</sup>, 2012.

Damage to my vessel is extensive. The vessel is disabled and unable to leave La Paz without significant risk to life of the occupants.

There are two major components to the damage to my vessel: the direct damage from Cantamar due to lack of ground or neutral in the marina wiring, and damage related to my being

deprived of access to repair facilities, which occurred as a result of rumors facilitated and spread by Daniel Shroyer and others here in La Paz and elsewhere in Mexico.

The galvanic damage to my vessel includes grave damage to my propulsion engine, a two-stroke four-cylinder Detroit Diesel 4-53 which requires a complete rebuild or replacement despite only having 350 hours on the motor. My transmission is a complete loss and requires replacement. My generator also requires a complete rebuild despite having only 50 hours of service. My seacocks are all frozen and require rebuilding or replacement. My propellor shaft is damaged and requires replacement. My rudder shaft is damaged and requires repair or replacement after assessment. My skeg requires replacement. The damaged skeg is a danger as its failure would lead to loss of the rudder and subsequently of the vessel.

Because I have been unable to repair my vessel, the hull has become damaged to the point of requiring replacement of all the mortar below the waterline. My vessel is ferro-cement, manufactured in the United States of America under specific and documented processes. I am sufficiently familiar with these processes to repair my vessel and have already run tests on replacement mortars. I lack only the facilities to haul the boat out of the water so that the mortar can be replaced. In its present condition, the vessel cannot be cleaned due to loss of mortar and risk to loss of further cement and exposure of the steel armature to galvanic damage which would of course lead to total loss of the vessel. The vessel therefore cannot be sailed, motored, or towed any distance.

The damage to my engine and transmission has been photographically documented and can be reviewed here: <http://disperser.info/Galleries/EngineDamage/index.html>

I have acquired other vessels in order to have resources in order to repair my vessel. One of these vessels is a wood trawler. It requires repair but again, I am being refused access to facilities on account of rumors spread by Daniel Shroyer and his friends. This vessel needs repairs to the transom. The wood of the hull is parting from the transom. As this damage progresses, the leaks become larger. The vessel is at immediate risk of sinking and requires repair. I had purchased this vessel with the idea of selling or trading it in order to facilitate repairs to my vessel. Instead, I was again robbed, this time by Marina Don Jose, who refused to honor the contract which had been paid by the owner from whom I purchased the boat.

### **Details of my proposal to use the abandoned boatyard in Pichilingue:**

The property is located in Pichilingue, west of Club Cantamar. It is a small boatyard with ramp and house and with some infrastructure for working on small boats. The property was reclaimed from the sea by the Navy prior to 1998. In 1998 FONDEPORT gave the land to the Baja California Sur under the condition that it be used to create an industrial park and required the property to be used commercially. The law can be found here: <http://disperser.info/documents/21Sep98Solo.pdf>. The property is presently titled to the state of Baja California Sur which can be verified by this document: <http://disperser.info/documents/RegistroPublicoPropiedad.pdf>.

I attempted to secure use of the property and found details of the ownership and went to the registered owner, the state of Baja California Sur, who asked me to provide a proposal, which is available here and which includes details of the property and its ownership status: <http://disperser.info/documents/ProposalPichilingue.pdf>. I was immediately contacted by Karsten Honack who claims ownership of the land and who threatened me. His threats are documented here: <http://disperser.info/documents/AllKastorEmails.pdf> and the emails which document the involvement of the state can be found here: <http://disperser.info/documents/PatrimoniolnmobilarioEmails.pdf>

There is a house on the property but which is presently uninhabitable on account of the sewer line being cut by the business next door. I am the only person who has knowledge of this fact as I witnessed it happen. The property includes a sailboat in poor condition and which is likely scrap metal as it is a steel hull with severe rust damage apparent. The property also includes sufficient infrastructure that I might haul out my vessel as well as other, smaller vessels.

The property is claimed by Karsten Honack, who is the son of Wolfgang Honack to whom the land was gifted illegally by Mac Shroyer in 1998 in his capacity as director of API. The only document which cedes this property to Wolfgang Honack and thus to Karsten Honack is a contract between Mac Shroyer and Wolfgang Honack which is available for review here:  
<http://disperser.info/documents/APIContract.pdf>

The land is documented to have been used as a private residence. The law stipulates that the land must be used commercially, otherwise it reverts to federal ownership. I have documented evidence that the land was used privately rather than commercially; including photographs of recent use of the land for parties and family events by the caretakers, as well as for criminal activity including discharge of firearms unsafely as evidenced here:  
<http://disperser.info/documents/GunsOnProperty.jpg>

The land has been recently advertised as being for sale, with a listed price of \$650,000USD (\$13,000,000MXN) by Karsten Honack, which can be verified here:  
<http://disperser.info/documents/SaleRentalFlyer.pdf>

As a possible alternative to use of the property, or in addition to, I do technically have legal right of possession of Cantamar's property as for four years, I was the only person on the property overnight. I established right of possession of the dock, shop, storage unit, and condominium I require to repair my vessel. Given that this too is technically property belonging to the Navy (the operator has grossly violated any and all contracts regarding his use of that land which he does not own), and that the operator of Cantamar has forfeit his rights to use the property, that property could also be made available to me and I could enact repairs to my vessel using that property. Ideally, I would like use of both properties as I can manage Cantamar as a successful business that contributes to the local economy, rather than taking from it as Cantamar does by laundering money from Socorro Aggressor through unoccupied hotel rooms at Cantamar; facts I was acquainted with by the accountant and sales manager of Cantamar.

### **Crimes against me and causes of damage to my vessel and reasons why I cannot repair my vessel:**

I came to La Paz in November 2014 after being abandoned by the Baja Ha Ha in Bahia Tortugas after I found out my crew had been deported from La Paz in the weeks prior. I was without crew and had to hire crew because the staff of the Baja Ha Ha would not assist me as was their responsibility. This treatment is based on my disabilities, represents discrimination, and is something I endure a great deal and through no fault of my own. It is part of why I require a caregiver, which I did not have at the time. My disabilities prevent me from successfully interacting socially.

Upon arrival, I was mistreated by the local sailing community which immediately spread rumors about me which endangered my life when the first tropical storm I would ever experience came to La Paz in May 2015. I immediately began looking for a way to get away from the illegal immigrant sailing community and found Cantamar in Pichilingue, where I was quoted \$2200MXN/month rent for a dock for my vessel. I remained at Cantamar for four years until I was illegally physically removed. The details of the events which led to the damage of my vessel, the crimes committed against me, and the

illegal removal of my vessel from the marina where I had established legal domicile, are documented here: <http://disperser.info/documents/NarrativeForAccusation.pdf>

The sailing community here in La Paz is almost entirely made up of illegal immigrants and people who otherwise violate Mexican (and American) laws for financial gain. The morning radio network on VHF channel 22 is operated by people who have no right to use a marine radio, have no legal permission to be in La Paz, do so for personal gain rather than as a community service, and operate their own businesses and discriminate against other businesses by not allowing other businesses to utilize the network while allowing their friends to do so. Further, the radio network script includes a recommendation to all who listen to commit fraud and tax evasion in that the radio network operator instructs people to not use language which suggests criminal activity as a cover for actual criminal activity ("we don't buy or sell, we trade for coconuts" is the exact verbage utilized). These people operate a highly discriminatory community which excludes other visitors and especially Mexicans from legal business and other activities. This discriminatory behavior harms many people and is something I will no longer tolerate from these people.

Since being removed from Cantamar, I have exhausted all of my financial and other resources trying to find a way to repair my vessel. I attempted to hire a dock at API in Pichilingue, only to be told I had to pay \$45mil pesos for two weeks. I was rejected in my efforts to seek use of the pier at the technical college in Pichilingue, and in renting space from the scrapyard in front of Pemex. I attempted to hire a private crane to haul out at Atalanta, but my idea was stolen and I was left without facilities once again. I was rejected through discrimination by FONATUR and refused use of the lift to move my vessel to private property where I could make repairs myself. I was robbed by Marina Palmira in renting dock space, and spent my remaining funds at Abaroa boatyard which despite paying them \$8,000 american dollars and receiving a promise to haul out my vessels, they instead robbed me, kept my deposit, and did not haul out my vessels as promised. The denuncia I attempted to file against Marina Palmira can be found here: [http://disperser.info/documents/Profeco\\_Decision.pdf](http://disperser.info/documents/Profeco_Decision.pdf)

The people who have wronged me include Mac and his son Daniel Shroyer, who have facilitated and spread these rumors, sabotaged my Refuge case with COMAR and INM, caused me to be harassed, and has obstructed the legal investigation of federal and other crimes against me and others. Daniel Shroyer and his friends also protect other people who harm me and others, especially including Robert Stephens, a north american who has been in La Paz for over 20 years doing business illegally, owning property illegally, and stealing vessels and vehicles from foreigners. Robert Stephens robbed me of valuable resources I needed to repair my vessel and hired a Mexican to physically assault and harm me. Robert Stephens also happens to be singlehandedly responsible for nearly all abandoned boats in La Paz as he acquires them illegally, strips them of valuable components such as engines, and abandons them in the bay on anchors attached only by rope and which are left unattended. Two such boats have drifted to the southern end of the bay in recent wind events and now represent a hazard to navigation as well as to people trying to enjoy the beaches of La Paz.

I have attempted to report the crimes committed against me. The lawyers I hired to help me, Godofredo Contreras Verdudo, and Alfredo Garcia Zamora, have both instead stolen from me and helped the people I hired them to help me with. The ministerio public acts against me instead of helping me because of Daniel Shroyer and his influence. The US State Department protects Daniel Shroyer and his efforts to extract wealth from Mexico and thus will not help me in my situation despite being aware of these facts I have presented here, including evidence of criminal activity. I have exhausted all resources in attempting to find legal remedy to my difficulties.

## Present Situation

I am presently broke; my financial resources long ago exhausted on thieves posing as marine businesses. I am anchored in front of Hotel La Posada with my two other vessels and near another sailor who has long had problems with the “gringo mafia” here in La Paz, whom I have offered to help in the repair of his ferro-cement vessel also. I have no idea what to do in order to have the facilities so that I can repair my vessel. I cannot and will not abandon my vessel.

Tropical storm season is fast approaching. I and my vessel have been extremely vulnerable to tropical storms since my vessel was damaged and illegally removed from Cantamar. I spent over \$5000US (\$100,000MXN) to rent dock space to shelter from tropical weather last year. I no longer have the funds to protect my vessel.

## Suggestions

I am a very observant person and have been affected by and thus immersed in the problems which affect the marine and other tourism here in La Paz, and can make suggestions which the Navy can act upon which can dramatically improve the situation. The problems have their origin in foreigners coming to Mexico and having undue influence over Mexican affairs. My hope is that I can make suggestions which allow Mexicans to take more control over their affairs.

There are two major problems than need to be resolved: the presence of foreigners with undue influence, and the infrastructure put in place by these and other foreigners which benefits these foreigners at the expense of Mexicans and which must be removed or altered to suit Mexico's needs.

I strongly urge the deportation or regularization of foreigners who are in La Paz without legal permission, including a large contingent of sailors living both in the anchorage as well as in marinas here in La Paz, particularly Marina de La Paz, and Marina Don Jose. I urge an audit by INM of all residents of these marinas, paying particular attention to the fact that these foreigners buy tourist visas far beyond the legal limit; with some extending their stay for literally decades.

By far the most productive means to address these foreigners is to pay attention to those foreigners operating businesses here in La Paz illegally. All of these businesses are conveniently listed on the Club Cruceros “services directory” which can be found here: [https://clubcruceros.net/pdf/service\\_directory.pdf](https://clubcruceros.net/pdf/service_directory.pdf). The club too is an illegal entity which has been operating in contradiction to its own rules for over 12 months now (they have not had elections for two years.) The radio network operated by the club also needs to be shut down and handed over to sailors and the script modified to eliminate self-criminalizing language. The radio network is operated almost exclusively by foreigners who do not even live on boats, and serves only to benefit themselves and illegal businesses run by these foreigners and their friends to the detriment of other sailors as well as Mexicans.

The most destructive infrastructure put in place by these foreigners is by far API. API exists to benefit foreigners at the expense of Mexicans. API was founded by a foreigner and serves the needs of this and other foreigners by usurping the Mexican Constitution and giving land on the sea to foreigners. API is so completely corrupt as to be an institution of corruption which does more harm to Mexico than it provides benefit. API must therefore be put in Mexican hands and under Mexican control. API must be nationalized and I would suggest it be put under control of the Navy until a proper government institution can be formed. I further suggest the geographical relocation of all management to random API locations in order to significantly diminish the potential for corruption.

One very glaring example of the undue influence of foreigners in Mexico is Mexico's maritime law, which is widely panned as a joke among sailors and the merchant marines. La Paz Bay is polluted by sunken and abandoned boats because these foreigners wanted to ensure they could come

to La Paz and not worry about their vessels being stolen by salvage scams. But instead, you have a situation where you have to wait ten years to import a sunken vessel because of how these laws are written and interpreted.

It is therefore my suggestion that the law be reinterpreted. No sane judge in Mexico will agree that the laws of Mexico require a 10 year process to import a vessel which has been sunk. Per international norms and as understood across the maritime industries, a sunk vessel is not a vessel until it is salvaged and repaired. Therefore, all vessels meeting international definitions of salvage should be certified as such by the Navy of Mexico and treated as such, with claim of ownership only satisfied after the salvage claim is. In this manner, a Mexican can claim salvage of a sunk vessel and not have to import the vessel, and can immediately repair and put the vessel into service as a Mexican vessel. While this does open the possibility of corruption, that is tempered by the certification requirement and involvement of the Navy in the process, leaving it up to Mexico's Navy, rather than foreigners. It is also more important that the laws of Mexico not discourage salvage so as to prevent the abandonment of boats by foreigners.

The biggest problem which affects sailors from bringing their business to La Paz is the cost of marine services here, especially marinas and boatyards. Marinas and boatyards here cost as much if not more than marinas and boatyards in the United States of America; yet these marinas and boatyards offer nowhere near the quality of services as their American counterparts. The reason for this is simple: unregulated marine charters mean that the money from these charters is not properly accounted for and thus boatyards and marinas take their cut by increasing the cost of their services. What should happen instead is what happens in every other location in the world: charters should pay boarding fees for their clients and register the charter with the appropriate authority.

It is therefore my suggestion that all marinas and tour operators be required to register their tours, including a manifest of passengers, by name and with proper identification documents, and that marinas who host these vessels also register and pay a per-person fee which can be collected by the marinas as a boarding fee. Vessels which operate charters are commercial enterprises and thus should be treated as such in marinas where non-commercial boats are moored. In this way, SAT can be assured of collecting all revenue from chartered tours, and the Navy can be aware at all times of who is on what boat for marine tourism in case of emergency situations.

I would also suggest seizure of Cantamar from the Aguilar family. The property is run, by their own admission, as a means of laundering money and pandering influence. The property is therefore run as a criminal enterprise which factually harms the marine tourism industry and is also documented as polluting the environment as can be seen here: <http://disperser.info/Galleries/Cantamar/CantamarGallery.html>. Because the property is reclaimed from the sea, it technically belongs to the Navy and would be operated under a contract with API. That contract has been violated so frequently and fragrantly as to negate it entirely.