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The Disperser
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La Paz, Baja California Sur al 6 de mayo del 2019

Segunda Zona Naval de La Paz
Presente:

I am writing to seek assistance from the Navy of Mexico because corruption in Baja California Sur has increased to such levels as to not only harm the financial prospects of all of Mexico, but is causing great harm to innocent lives, and because no one else in the Mexican government seems to be willing to take responsibility. I am trapped in Mexico with a ship which is inoperable and which is suffering from continued degradation, as is my own health, and am unable to find a solution. Please be aware: I suffered brain damage which affected my ability to be understood. If you do not understand or believe what I write here, please contact me and ask me questions. Thank you.

The level of corruption in La Paz has reached a point where businesses are operating in ways which actually harm Mexico, her people, and her reputation in the world. I came to Mexico to find temporary refuge in my effort to flee oppression and persecution in the United States of America. But I made the mistake of coming to a state of Mexico which is governed by people who are not only corrupt, but extremely short sighted in their corruption, a mistake I am unable to correct now. It is my hope that the Navy is able to assist me even as they correct these problems which affect all of Mexico.

My first complaint is about Cantamar/Buceo y Servicio BCS, operated at-present by Pedro Alberto Bazua Aguilar and located in Bahia Pichilingue opposite Baja Ferries. I am presently at Cantamar marina and cannot leave. My ship was severely damaged after Cantamar employees disconnected or failed to reconnect the physical ground in the marina which severely damaged my galvanic isolator, engine, transmission, seacocks, rudder, rudder shaft, skeg, propeller, and propeller shaft. The damage is not yet fully assessed but the vessel is inoperable based on visual survey and not safe to move long distances. I had proposed to the manager of Cantamar that I use his shop and a condominium, and pay him a monthly rate to compensate him in order that I might make repairs myself. I was given use of the shop, but I had to do the work and buy the resources to make it useful. The same was to apply to a condominium because I cannot work on the boat while living on it, but Pedro changed his mind because of rumors from a German who claims ownership of the property next door, giving Pedro a working shop, but leaving me unable to repair damage he did to my ship.

My second complaint involves a piece of property which was originally reclaimed from the sea by the Navy. I encountered this property, an abandoned boatyard, which is next to Cantamar, and inquired with a person who came to the property one day. I never heard anything back but remained interested. Once I had acquired a live-in caregiver and could begin working on my ship, I inquired again about the property, heard nothing, and decided to inquire directly to the owner. I researched the title through the public registry and found it belongs to the state government of Baja California Sur. I inquired with them, made a proposal per their request, but was threatened by a German man who claims to be the owner of the "house". It is this man who lied to the owner of the marina I am at after he threatened me, apparently trying to scare me away from his fraudulent claim to the property.

It is my hope that the Navy of Mexico, because this land originally belonged to them, and the promises made and obligations given to the state as conditions of their receipt of this gift have been violated and used to victimize an innocent man seeking only temporary refuge, that the Navy will assist

me where others who should have helped have not done so, and that this land can be restored to commercial use, and in helping this happen, I can also benefit by finally having the opportunity to complete work on my vessel so that I might leave Mexico and find the safety I seek.

I have therefore included a proposal on how I believe my situation might best be remedied. I have worked hard to identify potential solutions, but am unable to bring those solutions to fruition because of my disabilities preventing me from overcoming the corruption. I have included these potential solutions, as well as my requirements if other options might be available which I am not aware of.

Briefly, these potential solutions include forcing Cantamar to allow me use of a condominium, taking use of the abandoned boatyard, or using the docks on the Mogote which are not authorized for use because they were built without the necessary legal permits. The only option which allows me to complete work on my vessel so that I can leave Mexico entirely is to have use of the abandoned boatyard, which would also allow me to contribute significantly to Mexico as well as restore my savings which was stolen from me in the United States of America. The other options only allow me to leave Baja California Sur after completing just the repairs to damage caused by the marina, and also does not consider my declined health, nor the declined state of my ship given the extreme amount of time I have had to wait to find a solution.

For this reason, I favor the option which affords me use of the property next to Cantamar which is an abandoned boatyard. I also believe this favors the Navy because it restores land stolen from the Navy by an American and then given to a German who then died. It is his son who is now trying to steal the land again. In preventing a man who would, in writing, publicly threaten and try to extort money from a man who only sought refuge in Mexico, the Navy would be acting in the best interests of Mexico, and which would provide me with the opportunity to complete my voyage, but to also contribute significantly to Mexico in the process through restoration of stolen land and provision of a working boatyard and possibly an entire industry.

I also hope that Cantamar will be investigated as well, but do not care otherwise as I have learned to focus on my own needs and to set aside my disdain for harm to the environment which will be my permanent home until such time as I am able to actually do something about such crimes. But if it helps, I know of a group of enthusiastic young men working at Cantamar who would very much like the opportunity to run the place, and have offered to assist them. They would certainly do better than Pedro, who is never even on site, a necessity for management of a facility of that nature. And while investigating Cantamar, perhaps the Navy can finally do something about the proliferation of illegal fishing in and around Bahia Pichilingue, which I have documented extensively.

Please review the enclosed options and supporting documentation. Please contact me via email with any questions you might have, as I cannot hear well over the phone and cannot understand Spanish over the phone very well. I am very anxious to find a solution but my faith in doing so has long since faded. If I do not hear back in due time, I will act as I need without regard for prior considerations.

Thank you for your time and consideration.

Michael Wolf

Proposed Solutions for Repairs to My Ship: Use of Mogote Docks

Exclusive use of the defunct marina on The Mogote and its dock and property would serve my needs both for repairs and for completion of my vessels, under the assumption that there is three-phase power available, and that I would be able to bring on a trailer to live in, as well as infrastructure for shop space and storage, as well as the assumption that use is possible.

As I understand, the marina was constructed without valid permits, and construction was halted. The docks have been abandoned since at least 2014, where boats were damaged after during Odile. These facilities are presently a source of crime but are otherwise unused, presently guarded by private security. If this marina is never to be developed, it would be my proposal to dismantle it and make the docks available to another marina. If however; the marina is to be used in the future, I would propose to repair and rebuild it, and perhaps even operate it on behalf of the rightful owners or the Mexican government if it decided to take over possession and operation.

In the case that I may have exclusive use of the facilities, in addition to working on the facilities and maintaining security, I would also be happy to operate the docks in order to host impounded boats for the Navy, Port Captain, and other entities, and would happily provide security for the vessels which would be impounded at the facilities.

In order to complete work on my vessels, I will need to acquire a means by which to live off of my own ship. This can be accomplished with another vessel, which is very likely available to me, or by acquisition of a motorhome, trailer, or other facilities on land in which I could live while working on my ship. I would additionally require a means of secure storage, likely in the form of a shipping container, but otherwise all facilities I require would be temporary and not impact the Mogote.

As long as there is sufficient power available to the docks, I can set up my tools and equipment, complete repairs, and if given use of the facilities for sufficient time, even complete all work on my vessel either by hauling out at the site, or at FONATUR.

There are two stages of work necessary on my ship before I can leave Mexico: repair of damage so that I am again mobile in a limited sense: coastal fair weather conditions; and completion of work necessary to make the ship seaworthy. As I have identified and gathered all resources I need in order to complete work on my vessel, the notion of doing so in La Paz is most attractive, thus having use of those docks for as long as three years would provide me with the opportunity to complete all work on my vessel so that I could permanently leave Mexico.

I can of course afford to pay for my use of the docks, but my budget is not unlimited. It is my preference that I use my skills, experience, and tools in order to compensate for use of the facilities most efficiently, as I am better able to complete projects than I am to work for profit due to my disabilities.

Of course, this is only one option I have outlined and it is not an option which I am certain will work for me, nor is it an ideal option. But it is an option I will consider and which would work for me if none other is available.

Proposed Solutions for Repairs to My Ship: Use of Cantamar Facilities

I have lived at Cantamar since August 2015, and even helped run the physical facilities and provided my tools and expertise where needed in the day to day operations of the physical facilities and especially the marina of Cantamar. I can attest with great confidence and as a professional, intellectual, and sailor, that Cantamar should be shut down or handed over to a different operator altogether. This is a facility which does not abide by Mexican law and which actually harms not only tourism, but the very basis for tourism: the environment, especially the Sea of Cortez and its resources. I do not believe that the present manager, Pedro Aguilar, even has legal right to operate Cantamar and if he does, he is certainly in violation of any contracts which permit him to operate the resort, dive business, or marina.

The reason I have had to seek assistance is because of how I am being treated at Cantamar by Pedro Aguilar. It is his failings as a manager of this facility and in his blind pursuit of tax-free profits for his liveaboard dive business which caused the damage to my ship which has rendered it inoperable. And even after agreeing to let me use facilities so I could repair the damage his failings caused to my ship, Pedro changed his mind and has denied me use of a condominium so I can move off of my boat in order to make repairs, but he did so only after I first completed a significant and costly amount of work on his shop; which he can now freely use; but I cannot fully utilize. Pedro took advantage of me.

For these reasons, and because Cantamar is not run as a commercial facility but as a personal playground for Pedro Aguilar and his friends and families (a survey of persons at the facilities over the semana santa holiday weekend demonstrated almost exclusive use by friends and family of Cantamar employees), Cantamar should be investigated and at the very least, pressured into providing me with use of one of their many condominiums which they do not ever use nor even rent out, so that I might make repairs to my ship so that I might be able to leave Cantamar and find a place to complete work on my ship.

Enclosed are photographs and videos documenting the problems I have witnessed at Cantamar since I arrived in August 2015. An investigation is required, as I am witness to many things that cannot be documented in photographs or videos, including the near fatal accident involving a divemaster last fall, a man whose life I had to save because Cantamar lacks the facilities and training for basic first aid. I will provide one example, the most recent: Cantamar made a fake flotation device, which is so heavy it is dangerous as it bends the 2" diameter aluminum tubing which comprises the shade cloth over the boat, "Siempre Sí". This is one example of how desperate Pedro is to take shortcuts and avoid his responsibilities so that he can make profit; profit, for which according to his own employees, he pays no taxes, and commits often grave crimes, including denying his employees basic benefits.

Our primary concern is of course the marina. This marina should not be allowed to operate commercially because of the poor quality of the facilities and lack of attachment points of the docks to the posts, as well as the materials and construction of the docks – hand-laid fiberglass made on site at Cantamar; the electrical system, and the physical infrastructure of the marina itself, which is collapsing in numerous locations including at the loading point for dive boats, and the ramp to the marina on which dozens of tourists, passengers aboard two Cabo Adventures boats cross each day. Without significant intervention, these facilities pose a very real danger to the public in their present state.

If I were to utilize this option, it would take no more than six months to complete the repairs on my ship so that I can move to another location and complete the work. However; if I had access to Cantamar facilities for as long as I needed, I could theoretically complete all of my work. However; I would only consider such a possibility if Pedro Aguilar were no longer allowed to operate Cantamar or otherwise interfere with me.

Considering I have spoken with a group of people very enthusiastically interested in taking over operation of Cantamar as a cooperative, I would suggest this is an attractive option, even if it is not one

I take advantage of, as putting Cantamar in the hands of someone else would mean that the place would be exploited to its potential, allowing for increased tourism income for La Paz. I have suggested to these young men to present to you their idea of running Cantamar in the hopes that it can be made to happen somehow. These young men are ideally suited to running Cantamar as they already run many of the day to day operations. Given that Pedro is never here, his presence is merely a hindrance to the operation of Cantamar. And I am more than willing and happy to assist these men in making Cantamar run successfully, just as I had been with Pedro when I first arrived and until he told me to stop helping him.

This is not my ideal option, but I can certainly make it work if my ideal option of the abandoned boatyard in Pichilingue is not available. That property is ideal for me because it would allow me to work to my potential, which will allow me to significantly contribute to Mexico, and to otherwise have exclusive use of facilities so that my own skills and abilities are no longer limited by the relative lack of abilities of anyone who would otherwise be able to limit my abilities because of their control of my use of facilities.

Attached are DVDs containing photographs and videos which document many of the problems we have witnessed including countless diesel spills, poison in gardens, and safety problems. Photographs can also be found at <http://www.disperser.info/Galleries/Cantamar/CantamarGallery.html>

Proposed Solutions for Repairs to My Ship:

Ideal Solution: Use of Abandoned Boatyard Originally Owned by Navy

The ideal solution to my difficulties is one which I discovered in 2015 and which has been available since 2012. The property is an abandoned boatyard in Pichilingue, a piece of property originally reclaimed from the sea by the Navy, then given, through FONDEPORT, to the government of Baja California Sur, for purposes of creating a commercial park in Pichilingue. However, all evidence appears to point to the fact that the land was given corruptly for private use.

I discovered this property when I moved to Cantamar in August 2015. As soon as I saw someone on the property, I gave them my contact information and asked if the information could be given to the owner as I was interested in the property. I never heard from the owner and gave up until two years later. After acquiring all the tools and resources I needed to complete my ship and also having found a live-in caregiver, we decided to try again on the abandoned boatyard, which is next to Cantamar, where I have been since August 2015. We went to the public registry, found out that the property is titled to the state government of Baja California Sur, and contacted Patrimonio Inmobiliario, and asked if we could use the property. We were told to make a proposal, including photographs, and did so.

We were lied to by the state, and threatened and more by the son of the man who received the property and used it privately and who claims to be the owner of the property. There is no documentation available which shows anyone besides the state as owner of the property. And yet despite this, our denuncia to the Ministerio Publico was never investigated, with the investigator telling us that the person who threatened us and tried to extort money from us insists that he owns the property and will not investigate and determine this as fact or fiction, the very basis for the crime!

We have been lied to and mistreated by every office we have been to in this state for assistance, including ITAI, which I have now twice asked for copies of documentation showing legal ownership or possession of the property. Considering that the man who gave the land to the German works for ITAI, Malcolm Neil Shroyer Schoen, it is obvious to me that this is corruption, that the land was stolen by Mac Shroyer and given to his German friend, and that now, this corruption is about to be repeated by giving land never meant for a foreigner, to his son, after it has been abandoned and disused since 2012. We do not deserve to be treated as we have, especially as we have been proposing that we improve the property and make it a working boatyard to the benefit of all parties. Given that this land does in fact belong, by law, to Mexico, and not to this foreigner with his fraudulent claim, I see no reason why we cannot be allowed use of this land, which is presently used only for occasional parties by people who only come once a month and who do not care for nor use the property, especially as our use is in line with the legal requirements of the property and will improve the property.

Further, Mexican law, per the DOF 21 Sep 1998, states that the property, because it was not used commercially, is the property of the federal government. It is my suggestion then that I take possession the property, perhaps on behalf of the Navy or the Federal Government. In taking possession, I can move my ship physically onto the property using a large crane, which would prevent my removal from the property, cementing my use of the property until I launch my completed ship. As long as I have protection from violence and legal protection, I am willing to do this. I will then repair and improve the property, make it into a working boatyard, complete repairs to my ship while also conducting business in salvage, boat repairs, and provision of parts for boats such that the property fulfills is legal requirement of commercial use. Upon completion of my work, I will leave the property. I have no interest in the property, only it's use.

I have uploaded all of my evidence on this matter online to my personal website, [www.disperser.info](http://disperser.info). These documents prove that this land was stolen through corruption and is once again being stolen through the creation of titles which violate federal laws and give title to land which cannot be owned by foreigners to a German national who intends to sell the property. These documents will be described here by linked filename:

<http://disperser.info/documents/21Sep98Solo.pdf>: DOF from 21 Sep 1998, the law which gave these properties to Baja California Sur through FONDEPORT. Article 2 states that if the property is not used commercially, it reverts to federal heritage.

<http://disperser.info/documents/APIContract.pdf>: Attachment received when requesting copies of all documentation covering the property requested from ITAI of BCS. Lacks any documentation showing ownership.

<http://disperser.info/documents/AllKastorEmails.pdf>: Emails from Karsten Honack/Kastor Industrial, the person who claims to own the "house" on the property. These emails detail all threats and attempt to extort money from me.

<http://disperser.info/documents/GunsOnProperty.jpg>: This photograph was taken prior to these very men coming over to deliver Karsten Honack's threats against us.

<http://disperser.info/documents/PatrimonioInmobiliarioEmails.pdf>: Emails to ITAI requesting documentation on ownership of the property and which demonstrate their refusal or inability to provide such documentation which strongly suggests such documentation does not exist.

<http://disperser.info/documents/ProposalLFC.pdf>: My personal proposal to create a business based on the property making ferro-cement pangas, a technology tested by the US Navy and which I would be happy to teach to anyone interested in learning.

<http://disperser.info/documents/ProposalPichilingue.pdf>: Original proposal written in response to government request when inquiring about use of the property after finding owner was government of BCS through public registry.

<http://disperser.info/documents/ProposalPichilingue2StampedCL.pdf>: Follow-up proposal for use of the property based on the evidence which suggests the property is the subject of a fraudulent claim of ownership and which included my proposals to work with the Navy. Includes cover letter showing receipt by several local government officials.

<http://disperser.info/documents/RegistroPublicoPropiedad.pdf>: Copy of original title found through Public Registry in October 2017. This may be the only copy and may be evidence of corruption if this document has been changed in the public registry.

<http://disperser.info/documents/SaleRentalFlyer.pdf>: Flyer posted on the property last summer by agent of Karsten Honack in his attempt to find a buyer for the property. We tried to contact him through an agent to rent the property, but were told it was not available to sell, and the flyer was subsequently taken down not long afterwards.

Not included: photographs showing private use of property for parties, and photographs of local officials with Sabine Honack, wife of Wolfgang Honack, on the property.



SECRETARIA DE MARINA.
ARMADA DE MEXICO.
SEGUNDA ZONA NAVAL.
COMANDANCIA.
JEFATURA JURIDICA
OFICIO NUM.-21971148/19.
EXPEDIENTE:

ASUNTO: Se da contestación a su escrito.

La Paz, B.C.S. a 9 de mayo de 2019.

Señor Michael Wolf
mwolf@dispenser.info

ANT'S.: Su escrito de fecha 6 de mayo de 2019.

ESTA COMANDANCIA DE ZONA NAVAL, en relación con su escrito cito en antecedentes, mediante el cual hace del conocimiento de este Mando Naval su situación dentro del País y solicita la intervención de este Mando Naval para solventar la problemática que presenta su embarcación, hace de su conocimiento lo siguiente:

- A. De acuerdo a lo previsto en el Reglamento Interior de la Secretaría de Marina, la Segunda Zona Naval es una unidad operativa perteneciente a la Secretaría de Marina, Armada de México, cuyas funciones y atribuciones se encuentran debidamente establecidas en el artículo 30 de la Ley Orgánica de la Administración Pública de la Federación y en el artículo 2 de la Ley Orgánica de la Armada de México.
- B. Respecto a su solicitud consistente en que este Mando Naval intervenga a efecto de que se obligue a Marina Cantamar le permita el uso de un condominio y astillero abandonado o en su defecto el uso de muelles localizados en el Mogote, se le informa que este Mando carece de facultades para tal efecto.
- C. En cuanto hace a su solicitud de que se investigue a Marina Cantamar, de igual forma se hace de su conocimiento que este Mando carece de facultades de investigación, en la inteligencia que en apego a lo dispuesto en el artículo 2 fracción XI de la Ley Orgánica de la Armada de México, se han llevado a cabo recorridos de vigilancia e inspecciones en materia de prevención y control de la contaminación marítima sin que se haya encontrado anomalía alguna; sin que esto signifique que no pueda ser objeto a futuras inspecciones en la materia.

Asimismo se hace de su conocimiento que se deja en libertad para ejercer las acciones legales que estime convenientes, ante las autoridades competentes.



Vicealmirante

Comandante de la Segunda Zona Naval
Luis Javier Robinson Portillo Villanueva

MARP. SECRETARIA DE MARINA
ARMADA DE MEXICO
SEGUNDA ZONA NAVAL
COMANDANCIA

Translation of Response from Secretary of the Navy for 2nd Zone (via Google Translate)

Subject: Your written reply is given

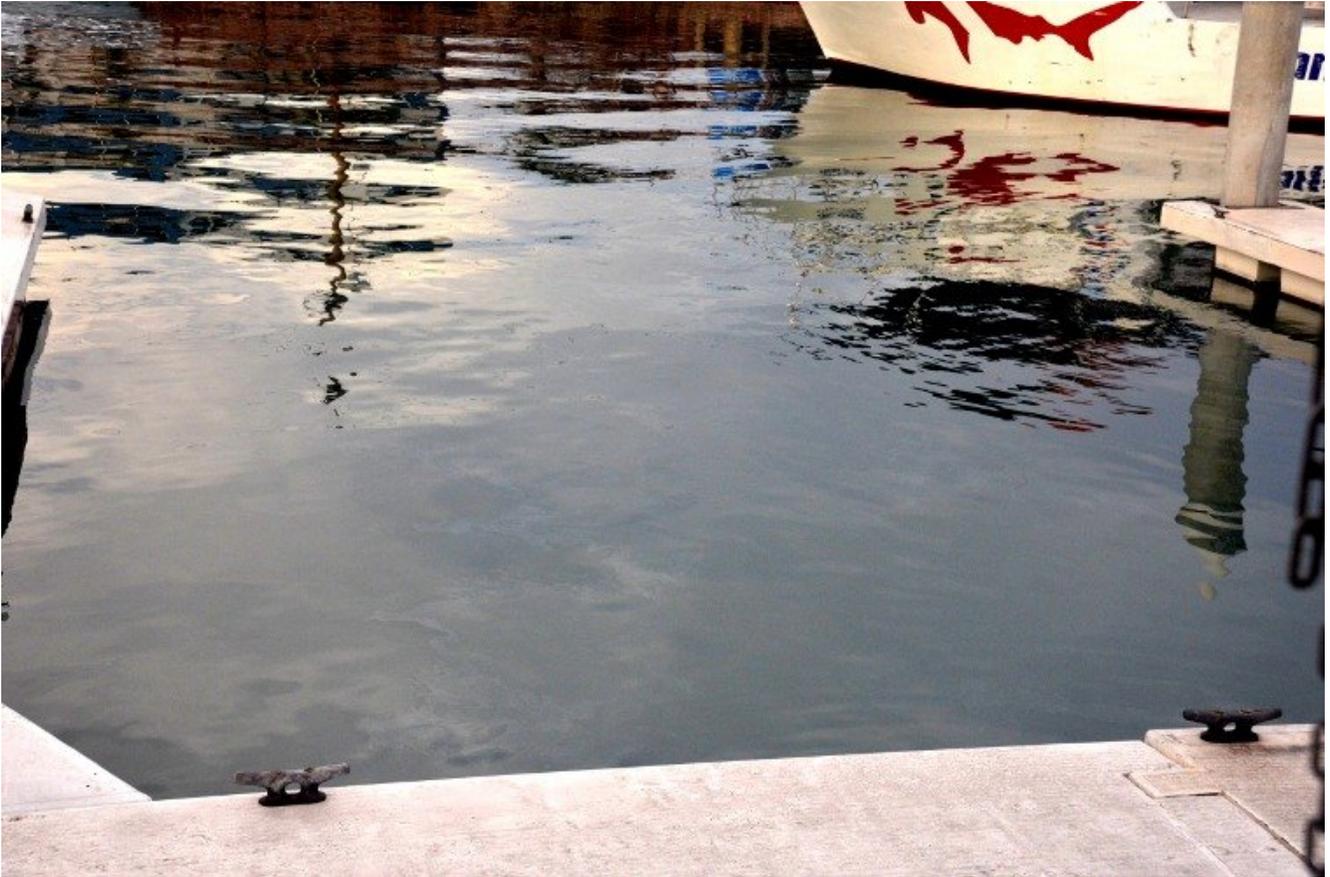
ANT'S: Your letter dated 6 May 2019

THIS COMMAND OF THE NAVAL ZONE, in relation to his written quote in antecedents, by means of which he makes the Naval Command aware of his situation within the country and requests the intervention of this Naval Command to solve the problem presented by his vessel, makes his Conception as follows:

- A. According to the provisions of the Internal Regulations of the Secretary of the Navy, the Second Naval Zone is an operational unit belonging to the Secretary of the Navy, Armed of Mexico, whose functions and powers are duly established in Article 30 of the Organic Law. of the Public Administration of the Federation and in article 2 of the Organic Law of the Navy of Mexico.
- B. Respect to your request that this Naval Command intervene in an abandoned condominium and boatyard or in the absence of the use of springs located in the Mogote, you are informed that this Command has faculties for this purpose.
- C. As regards his request that Marina Cantamar be investigated, it is likewise made known that this Naval Command lacks the investigative powers, in the intelligence that in accordance with the provisions of article 2, section XI of the Organic Law. of the Navy of Mexico have been carried out surveillance tours and inspections in marteria of pervencion and control of the marine pollution without any anomaly has been found; without this means that it can not be objecto to future inspections in the matter.

Likewise, it is made known that he is left free to exercise the legal actions he deems appropriate, before the competent authorities.

Viceadmiral Comander of the Second Navy Zone,
Luis Javier Robinson Portillo Villanueva



Picture of a diesel spill taken May 1st, two weeks after the “Inspection” mentioned by the Navy.

Spills happen every day that Cantamar has tours.

Gallery of photographs of gasoline and diesel spills as well as other problems can be found at the following webpage:

<http://disperser.info/Galleries/Cantamar/CantamarGallery.html>

There are presently 517 photographs in that gallery.

The Baja Pirates fishing fleet is also run out of Cantamar. A gallery of photographs documenting their illegal activities and especially environmental damage can be found here:

<http://disperser.info/Galleries/Pirates/PiratesGallery.html>

Note: The Navy works with Sea Shepherd to deal with illegal fishing, but only for a camera. Illegal fishing happens EVERY DAY in Baja California Sur, right under the nose of the Navy. We have reported it, given them videos, but nothing is ever done. I am convinced that it is because Neil Shroyer, son of Malcolm Neil Shroyer Schoen, has told the Navy and everyone else not to help me because I found out that they were stealing land from Mexico. It is also important to note that Sea Shepherd docks at Marina de La Paz, which is owned by Malcolm and/or Neil Shroyer. Malcolm Shroyer founded API and is the one who gave the boatyard in Pichilingue to a German in contravention to the Mexican Constitution, which forbids foreigners from owning land bordering the sea.