



BRIEFING: HAITI (Part III) OPERATION HESTIA: One Year Later

Canada's military has participated in some 15 humanitarian and conflict resolution operations in Haiti since 1963 (see issues 2 and 3 at www.duncom.ca/milmat.htm), involving two thousand Canadian Forces personnel, as well as foreign affairs, Canadian International Development Agency, Corrections Canada, Royal Canadian Mounted Police personnel, and humanitarian aid workers. So, when Haiti was devastated by the earthquake at the beginning of 2010, it was natural for Canada to respond immediately to the huge humanitarian crisis that hit that small, impoverished Antilles nation.

The earthquake that struck at 16:53:09 hours local time on 12 January 2010 measured 7.3 on the Richter scale. The epicenter was about 15 km from the centre of Port-au-Prince at a depth of 10 km. At least 12 aftershocks followed, with magnitudes between 5.0 and 5.9.

Haiti is located at the west end of the seismically active Caribbean island of Hispaniola. Port-au-Prince, the capital, was leveled by tremors twice before, in 1751 and 1770. In 1946, an earthquake measuring 8.0 on the Richter scale hit Samana in the Dominican Republic, the other Hispaniola jurisdiction that shares the island.

The tremor damaged or destroyed most of the important buildings in Port-au-Prince, including the Presidential Palace, the National Assembly, the National Penitentiary, most of the city's hospitals, and the headquarters of the United Nations Stabilization Mission in Haiti (MINUSTAH), but fortunately, the MINUSTAH logistics base was spared. Basic services, such as water and electricity, collapsed almost entirely, and all surviving health care facilities were flooded with the injured. According to Red Cross estimates, some 3 million people – one third of Haiti's population – were affected by the quake.

Operation HESTIA was the military component of a *whole-of-government* response that also involved the Department of Foreign Affairs and International Trade Canada (DFAIT) and the Canadian International Development Agency (CIDA).

The Canadian military assistance and support was delivered through Joint Task Force Haiti (JTFH), the humanitarian operations task force that delivered a wide range of services in support of the Government of Haiti and the Canadian Embassy in Port-au-Prince. In particular, the task force offered emergency medical services, engineering expertise, mobility by sea, land and air, and defence and security support. At its peak, the maritime, land and air

components of JTFH comprised about 2,050 personnel in the Haitian cities of Port-au-Prince, Léogâne and Jacmel.

It was Canada's well-educated, trained and equipped sailors, soldiers, and airmen and airwomen who made the humanitarian operations in Haiti succeed to the level they did. Other agencies, including the European Union's Ambassador and International Development Minister, studied our operations to see why Canada's JTFH was so successful. Our relations with the US (built through exchanges and education in each others staff colleges, combined naval exercises, and fighting the war together in Afghanistan), contributed to mission success.

For details of the non-military elements of the Canadian effort, visit the Earthquake in Haiti page on the DFAIT website (www.international.gc.ca/humanitarian-humanitaire/earthquake_seisme_haiti.aspx).

Hestia: the mythological character

Hestia, eldest child of the Titans Cronos and Rhea, sister to Demeter and Hera, and the Greek gods Zeus, Hades, and Poseidon, is the Greek goddess of "home and hearth." Hestia was endowed with power over altars, sacrificial altar fires, hearths, town halls and states. In return for a vow of chastity, Zeus assigned Hestia to a position of honour in human homes.

HESTIA, as the goddess of the hearth and the home, oversaw the preparation of the family meal. She was also the goddess of the sacrificial flame and received a share of every sacrifice to the gods. Preparation of communal sacrificial feasts was naturally a part of her concern.

When the gods Apollo and Poseidon approached her about marriage, Hestia declined and asked Zeus to allow her remain eternally unmarried. He consented and welcomed her to his royal home.

Hestia was depicted in Athenian vase painting as a modestly veiled woman, often holding a flowered branch, with a kettle as her symbol.

In Rome, Hestia was worshipped as the goddess Vesta.

Illustration: The Giustiniani Hestia in O. Seyffert's Dictionary of Classical Antiquities, 1894.



Canada's first "boots on the ground."



A CH-146 Griffon helicopter is loaded into a Globemaster C-177 Aircraft and is one of the many military resources which will be used to support the relief efforts in the Port-au-Prince region. Canadian Forces photo by Corporal Pierre Thériault.

The first Canadian military personnel to arrive in Haiti were aboard the C-130 Hercules aircraft that carried the advance team to Port-au-Prince as part of the Government of Canada's response to the earthquake that devastated the Caribbean nation on 12 January 2010.

Less than 18 hours after the initial quake, the first Canadian Forces aircraft left 8 Wing Trenton, Ont., arriving in Haiti about six hours later. The aircraft was a CC-130 Hercules piloted by Major Scott Frost of 435 Transport and Rescue Squadron from 17 Wing Winnipeg. The passengers on this initial flight included:

- ◆ Two representatives of the Department of Foreign Affairs and International Trade;
- ◆ One representative of the Canadian International Development Agency; and,
- ◆ A twenty member advance team for the Canadian Forces Disaster Assistance Response Team (DART).

Hundreds of Air Force personnel came from every

Air Force Wing across Canada to assist in providing relief to the people of Haiti. Aircraft and aircrews moved supplies, personnel and evacuees between Haiti and Canada, as well as within the Caribbean area. Their efforts contributed to a variety of tasks including conducting strategic airlift and airfield operations, delivering much-needed food, water and medical supplies, providing medical care and aeromedical evacuations, plus engineering and support tasks.

Within the first 72 hours of the operation, seven relief flights departed CFB Trenton. They carried government representatives and military personnel, members of the DART advance team, with vital search and rescue, medical and engineering equipment and supplies, and water and rations.

At the height of the relief operations period, the CF was conducting as many as five flights daily out of CFB Trenton, each carrying personnel, equipment

and supplies. Aircraft tasked to support the relief efforts included three CC-177 Globemasters, two CC-130 Hercules, one CC-150 Polaris, one CC-144 Challenger, six CH-146 Griffon helicopters, and one CH-124 Sea King helicopter.

From the first flight until the *drawdown* of air transport operations in March, Operation HESTIA was the major focus for the Air Force. Personnel at 8 Wing Trenton prepared 55 CC-117 Globemaster aircraft flights between the Trenton airbase and Port-au-Prince.

Port-au-Prince airport became so congested with international relief efforts that interim airport administrators

An advertisement for Michelle Gerwing, a Realtor with RE/MAX Signature Properties. The ad features the RE/MAX logo in red and blue, followed by the text "SIGNATURE PROPERTIES" and "Independently Owned & Operated". Below this, her name "Michelle Gerwing" is written in a large, bold font, with "Realtor" underneath. Contact information includes: Office: 403-938-3737, Fax: 403-938-3777, 105 Elizabeth Street, PO Box 640, Okotoks AB T1S 1A8, a large phone number 587.888.2226, and the website www.michellegerwing.com. A photograph of Michelle Gerwing, a woman with short brown hair wearing a black blazer over a white collared shirt, is positioned on the right side of the advertisement.

limited Canada to an average of four to five incoming flights per day. These slots at Port-au-Prince airport were dedicated to Canadian Globemasters, while Hercules used nearby Jacmel airport.

There were sometimes three Globemasters in the air at one time ferrying materials, supplies and personnel between Haiti and Canada. This necessitated the establishment of a Mission Support Flight (MSF) at Kingston, Jamaica and another at Jacmel to accommodate the “air bridge.”

The Air Force began establishing the airfield in Jacmel on 17 January. Within 24 hours, it was brought up to the operating capacity necessary to support

Hercules and helicopter operations under both day and night conditions, providing a vital second means for the timely delivery of personnel, equipment and supplies to Haiti.

There were 69 C-130 Hercules flights, 12 CC-144 Challenger flights and 10 CC-150 Polaris (Airbus A310) that operated the “air bridge” between the Canadian forward logistics elements in Kingston, Jamaica, and Jacmel. Canada leased two Ilyushin IL-76 aircraft which flew 28 *chalks* (flights).

Hercules air operations out of Kingston, Jamaica, ended on 19 Feb, ending the “air bridge” to Jacmel. Flights by CH-146 Griffon helicopters and, occasionally, by CC-130 Hercules still flew into Jacmel from Port-au-Prince afterwards, and some personnel remained in Jacmel until the Governor-General’s 10 March visit. Air operations in Jacmel concluded in mid-March.

In terms of helicopter operations, in addition to the “air bridge” tasking, Griffon helicopter crews also worked with HMC Ships ATHABASKAN and HALIFAX, and conducted search-and-rescue (SAR) and medical evacuation of patients to ships (including US Navy vessels) for care.

The Griffons weren’t the only Canadian helicopters in Haiti - a CH-124 Sea King helicopter detachment was onboard HMCS ATHABASKAN.

Six CH-146 Griffon Helicopters, two of which were configured for search and rescue, remained behind to conduct SAR and utility operations, and returned to Canada by the end of March.

Providing a precise number of Air Force personnel who participated in Operation Hestia is not as easy to tabulate, as



Canadians on board a CC-177 Globemaster III after being airlifted out of Haiti after the catastrophic earthquake of January 12, 2010. 429(Transport) Squadron photo.

the number of flights, but the estimated total who supported the operation numbered in the hundreds. The 142 who deployed to Haiti include technicians, air traffic controllers, flight engineers, communications and electronics specialists, military engineers, intelligence operators (who do a myriad of jobs in addition to gathering information for military purposes), military vehicle operators,

military air movements personnel, signals operators and search and rescue (SAR) technicians.

But this number does not include the many personnel at 8 Wing Trenton who prepared the aircraft for their flights to the small Antilles island and the military aircrews, who “wore a groove in the atmosphere” flying between Canada and the Caribbean.

Conclusion

In looking back at the Air Force’s quick reaction to this crisis, several conclusions are apparent:

- ◆ The Air Force is the Canadian Forces’ means of rapid delivery of critical personnel, equipment and supplies to regions in distress, anywhere in the world.
- ◆ The men and women of the Air Force are highly motivated, well-trained and experienced in providing relief assistance in response to a natural disaster.
- ◆ The establishment of a full-time Canadian Air Force presence at Jacmel Airfield demonstrates the Air Force’s flexibility and effectiveness in providing relief assistance in the event of natural disaster, anywhere in the world.



DART: Canada's Shock Troops for Disaster and Humanitarian Assistance



Disaster Assistance Response Team (DART) members and local workers assemble the floor of a shelter being constructed at an orphanage in Fondwa, Haiti. (Canadian Forces photo by Master Corporal David Hardwick)

A twenty member advance team for the Canadian Forces Disaster Assistance Response Team (DART) were among the passengers of the C-130 Hercules aircraft that flew to Port-au-Prince on 12 January 2010.

The reconnaissance element arrived in Port-au-Prince less than 24 hours after the earthquake, and the advance party that arrived on 14 January immediately went to work treating casualties in the grounds of the Canadian Embassy.

On 16 January, they identified Jacmel as the place where they would make the greatest contribution.

In the first 72 hours of Operation HESTIA, seven relief flights that departed CFB Trenton carried Government representatives and military personnel, including members of the CF Disaster Assistance Response Team (DART) advance team, as well as vital search and rescue, medical and engineering equipment and supplies, and water and rations.

The DART arrived in Port-au-Prince on 13 January and moved to Jacmel from 16 to 19 January, where they established their base of operations for two months. However, in addition to the patients they treated at their *role 1* hospital, they also treated earthquake victims at the Canadian embassy.

With just over 200 members who maintain a high state of readiness, the DART is Canada's rapid-response capability for all kinds of emergencies.

The DART brought all three of its main capabilities to *Op HESTIA*:

The Engineer Platoon:

- ◆ Produced safe drinking water;
- ◆ Cleared streets and demolished unstable structures, in co-operation with Jacmel civic authorities;
- ◆ Excavated and constructed latrines at orphanages and camps for internally displaced people;
- ◆ Cleared rubble and made temporary repairs on Route 204 between Jacmel and Léogâne

The Medical Platoon:

- ◆ Dispatched mobile medical teams to hold Village Medical Outreach Clinics in isolated communities;
- ◆ Delivered basic health care services to the people of Jacmel at its *role 1* hospital ;

Defence & Security Platoon:

- ◆ Provided security for DART operations; and
- ◆ Assisted the U.N. to provide security at the Pinchinat camp for internally displaced people, where the World Food Program fed about 4,000 per day.

DART AT A GLANCE

- ◆ Arrival of DART reconnaissance: 13 January 2010
- ◆ Move of DART to Jacmel: 16-19 January 2010
- ◆ Closure of DART camp in Jacmel: 11 March 2010
- ◆ Return of DART personnel to Canada: 15 March 2010
- ◆ Patients treated at the Canadian Embassy in Port-au-Prince: 438
- ◆ Patients treated at DART Role 1 clinic in Jacmel: 10,111
- ◆ Patients treated at DART village clinics in Jacmel area: 2,541
- ◆ Potable water produced: 561,800 litres
- ◆ Potable water distributed: 224,760 litres
- ◆ Rations distributed (with humanitarian agencies): 124,300 meals

HMC Ships ATHABASKAN and HALIFAX



CF photo by Corporal Johanie Mahéu

sailed from Halifax harbour less than 27 hours after receiving the *warning order* and within 48 hours of the earthquake.

“The ships were fully loaded. Every inch, from stern to bow, was being used,” said Captain (Navy) Art McDonald, JTFH’s Maritime Component Commander. Passengers’ personal clothing and equipment were stored in the Sea King helicopter during the five-day voyage.

Capt(N) McDonald is Commander of the Fifth Maritime Operations Group in Halifax.

Canadian warships, such as HMC Ships ATHABASKAN and HALIFAX, are not designed to carry large quantities of humanitarian goods, even though in this case they did. The training their

crews receive, the skills they acquire and the equipment and resources they bring, including communications, electrical, mechanical and structural engineering, makes them uniquely qualified to participate in humanitarian operations, such as Operation HESTIA.

The Canadian Navy, like other military service corps and branches, combines these assets with a command and control process and superior leadership in crisis management resulting from Canadian Forces’ personnel development programs, and honed in operations such as the Gulf War and the Manitoba Floods. This enables immediate humanitarian support to those in need.

The nature of naval operations allows for planning to be done while the ships are underway. The Navy joined JTFH that was operating in Léogâne and Jacmel. Naval planners refined their plans to produce a flexible, adaptive, synchronized and sequenced maritime plan that featured a gradual force build-up in collaboration with other international naval forces.

ATHABASKAN’s integrated Sea King helicopter and air detachment flew more than 225 hours (25 per cent of JTFH’s total) easily moved 224 personnel and more than 70,000 kg of humanitarian and relief material (40 per cent of JTFH’s total helicopter flying time) where they were most needed, with more than 70 flights (sorties), while avoiding the congestion of Port-au-Prince airport.

JTFH’s Maritime Component began single-ship, sea-based HADR operations off Léogâne and Jacmel to Canadian *Entitled Persons* and the Haitian population. Daily, each ship contributed as many as 100 sailors to comprise *humanitarian assistance teams* to do whatever was needed to assist the Haitian people to recover. Together, the two warships provided 218,000 litres of water, 18,000 person hours of work ashore, medical services to 1,600 patients and distribution of

Leading Seaman Christopher Denninger, member of HMCS ATHABASKAN, clears debris in a kindergarten yard in Léogâne.

The Canadian Naval Centennial began with a completely unexpected event – the 12 January earthquake. The Navy’s response came from Maritime Forces Atlantic (MARLANT). HMC Ships HALIFAX and ATHABASKAN steamed out of Halifax harbour on Thursday afternoon, 14 January and arrived in Haiti five days later to join Joint Task Force Haiti (JTFH).

HMCS HALIFAX had just left Halifax for counter-narcotics operations in the Caribbean when she was recalled and given a new mission with new orders, to prepare for humanitarian operations in Haiti.

HMCS ATHABASKAN was already alongside for a six-week extensive maintenance period from which she was reactivated. In almost record time, ships’ personnel and the Navy’s shore-based civilian and military staffs worked together to prepare the two ships and their crews for the largest joint Canadian expeditionary, *whole of government*, humanitarian assistance and disaster relief (HADR) operation in Canadian history.

Immediately, the East Coast Navy’s *Formation Logistics* organization descended on Halifax-area building supply stores and purchased whatever might be needed and loaded: first aid supplies, power generators, chainsaws, tarpaulins and the *Jaws of Life*. A Sea King helicopter from 12 Wing Shearwater, later nicknamed *Big Dawg*, joined HMCS ATHABASKAN Wednesday evening, 13 January.

The men and women serving in HMCS HALIFAX made a personal toy and clothing drive for which crewmembers donated \$2 each. A crewmember shopped at the Dartmouth, N.S., Wal-Mart, and the store donated \$7,000 in clothing and food to take to Haiti.

Defence Minister Peter MacKay stood with Rear-Admiral Paul Maddison, Commander Joint Task Force Atlantic, and family members and colleagues of the 500-member naval contingent as the two ships began their five day transit. They



Members of HMCS Athabaskan provides clean water to the locals after delivery of a large water container in a field in Leogane, Haiti. Canadian Forces photo by Corporal Johanie Maheu.

approximately 9,000 meals. The ships' work parties assisted 1 Canadian Field Hospital and civilian aid agencies and provided services such as:

- ◆ Road clearance;
- ◆ Security;
- ◆ Construction of sanitation facilities and infrastructure;
- ◆ Repair of critical equipment;
- ◆ Emergency medical care for earthquake survivors;
- ◆ Clearance of rubble and debris;
- ◆ Construction of essential structures — especially latrines and water distribution points — at orphanages and camps for internally displaced people;
- ◆ Crowd control and labour at clinics and humanitarian aid distribution points;
- ◆ Maintenance of complex equipment, including Reverse

Osmosis Water Purification Units;

- ◆ Removal of trees from the airfield to allow Canadian Hercules aircraft to land;
- ◆ Helicopter airlift to transport passengers, humanitarian aid supplies and tanks of potable water; and
- ◆ Sealift from Kingston, Jamaica, to Léogâne to ensure rapid transport of the land contingent.

Capt(N) McDonald told CTV News that the mission was in three phases. In the first week to 10 days, the Navy delivered medical aid; then provided clean water; and finally, participated in projects with the United Nations and non-governmental organizations to deliver food and aid.

HMCS HALIFAX, commanded by Commander Josée Kurtz and with a crew of 225, returned to Halifax on Tuesday, 2 March, after her six-week deployment, off Jacmel.

HMCS ATHABASKAN, commanded by Commander Peter Crain with a crew of 274, and the Sea King helicopter detachment, worked principally in the Léogâne area during her eight-week deployment. She returned to Halifax on Wednesday, 17 March.

Both ships played an essential role in protecting the most vulnerable Haitians; the injured, the orphans and the elderly. The ships *adopted* 12 local orphanages and helped several schools and retirement villages by delivering medical, nutritional, hydration and shelter assistance.

One question asked repeatedly about the deployment of these two ships: why send ships when what's really needed are the people onboard to assist ashore?

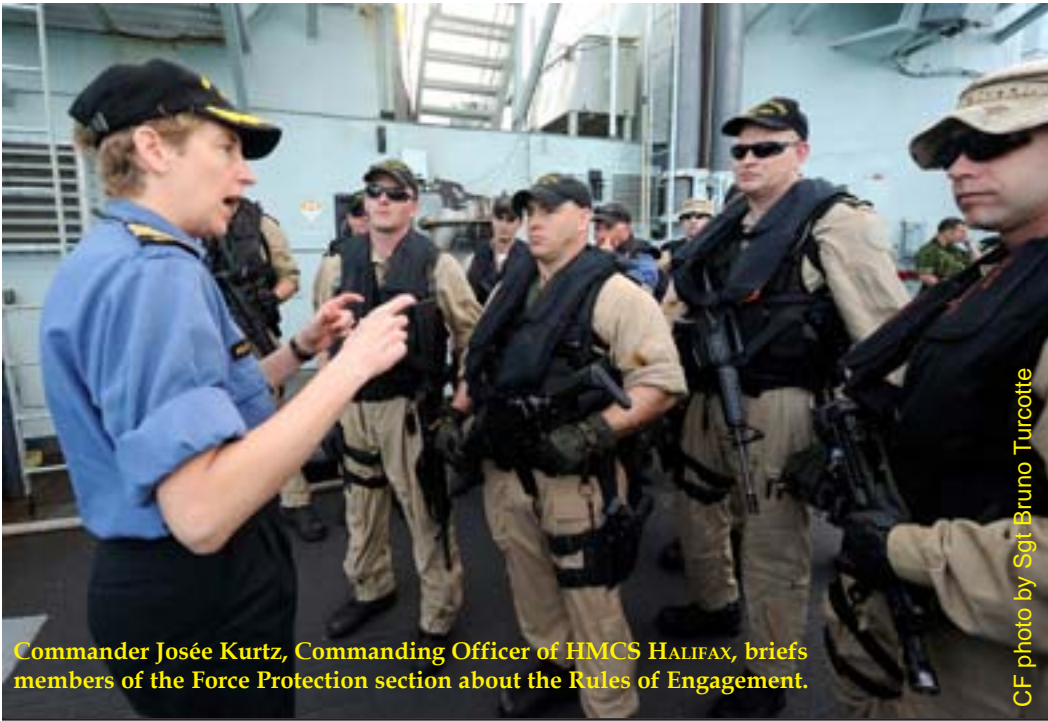
The earthquake devastated the local infrastructure. The ships provided for the needs of the sailors without having to draw needed resources away from the local community. They could go ashore each day to provide the critical work needed to help Haitians recover from this calamity. HMCS ATHABASKAN was also the "operating base" for the heavy-lift Sea King helicopter.

The deployment of these two ships to Haiti underscored the inherent benefit of Canada's Navy in meeting Canadian foreign policy and humanitarian aid objectives:

- ◆ First of all, our Navy comprises specialized and experienced sailors who showed themselves as highly motivated to undertake the humanitarian assistance work required of them in Haiti.
- ◆ Our Canadian warships provided unique mobility, transportation and sea-basing capabilities, including the capability to launch and recover a CH-124 Sea-King maritime helicopter that was used to deliver food, medical supplies and personnel to where they were needed.

HMCS HALIFAX had an amazingly fast turn-around as she sailed out of Halifax harbour, deploying to the Caribbean for counter-narcotics operations. Within 24 hours she was prepared and provisioned for a humanitarian mission and was sent on her new mission.

The Navy fully supported Canadian Joint Task Force efforts by sailing into nearby ports to transport material or



Commander Josée Kurtz, Commanding Officer of HMCS HALIFAX, briefs members of the Force Protection section about the Rules of Engagement.

CF photo by Sgt Bruno Turcotte

goods, resupplying from other ships, and transporting large quantities of food, medical supplies, equipment and personnel all at the same time.

Throughout the two-month operation in Haiti, Canadian news media underscored the contributions of the Canadian military, and in particular, the flexibility and the professionalism of the Canadian Navy. Highly respected journalists commented on the long history of the contributions

personally, going beyond the call of duty in a personal effort to provide comfort and assistance to a people to whom fate has dealt a series of misfortunes.

From the descriptions of the purchases which the crew members made for clothing and toys before they departed, both ships rode a little lower in the water as they sailed to this mission.

(with contributions from Capt(N) A. McDonald)

CANOSCOM: Canadian Operational Support Command

The Port-au-Prince earthquake set in motion an incredible series of events for Canada's Defence department and the Canadian Forces to provide disaster relief and humanitarian assistance to the Haitian people whose infrastructure, homes and lives were devastated.

The Canadian Forces already had about 3,000 troops deployed in Afghanistan; 3,000 in Texas getting ready to deploy; about 4,000 troops preparing to support the Vancouver Olympic Games; and, HMCS FREDERICTON deployed half-way around the world, off the coast of Somalia on counter-piracy operations. With Operation Hestia underway, 2,000 more CF personnel were deploying to Haiti.

The Canadian Operational Support Command (CANOSCOM) established the *Joint Task Force Support Element*, a component that provides personnel "a broad spectrum of operational support that can't be furnished by local standing commands," said Colonel Neville Russell, commanding officer of the Joint Support Group, Kingston, ON. "It allows operational commanders centralized, one-

stop shopping for everything from re-supply of material and equipment through health and well-being services."

The Canadian troops in Haiti needed quick access to equipment and resources to save lives and assist with recovery. CANOSCOM loaded everything on the MV *Wloclawek*, a Polish cargo ship sailing under the Maltese flag, with more than 1,600 linear metres of cargo space.

The ship has been on long-term charter to the Canadian Forces since October 2009.

Too large to tie up in Léogâne and Jacmel's shallow waters, the ship went to Barahonas in the Dominican Republic. From there, a specialized Canadian CANOSCOM transport team sorted the cargo and dispatched it to where it needed to go, by land vehicles, shallower-draft barges and air.

CANOSCOM's achievements in Haiti were one example of how logistic, material and personnel support is provided effectively and dependably to all Canadian Forces missions around the world.

1 Canadian Field Hospital



1 Canadian Field Hospital (1 Cdn Fd Hosp) is an operational unit of the Canadian Forces Health Services (CFHS), staffed with 200 personnel from over 20 different trades. This includes, operating room teams, medical specialists physicians, technicians, dental staff, medics, nurses, physician assistants, administrators, drivers, vehicle mechanics, information technology, logistics and support staff. These personnel maintain the physical infrastructure, and medical equipment, as well as maintain and support the capability.

Composed of 24 sections of mobile canvas accommodation and 4 container shelters, the hospital at Léogâne offered:

- ◆ Two operating rooms,
- ◆ Four resuscitation bays,
- ◆ 102 beds – 4 critical care, 10 intermediate care and 88 minimal-care,
- ◆ Pharmacy, laboratory, preventive medicine and x-ray sections,
- ◆ Dental services, and
- ◆ Integral technical support.

Called out for *Op HESTIA* on 15 January 2010, 1 Cdn

Fd Hosp was at its full complement within two days. The hospital is normally self-sufficient with its 200 people, and another 50 specialists who are dispersed to Canadian Forces medical facilities throughout Canada.

“This was an incredibly busy period for us,” said Major Patrick Brizay, the office commanding Canada’s role 2 hospital in Haiti. “We had people in Kandahar, some of our people had already deployed to Haiti with the DART, some were supporting the Vancouver Olympics, some were training to deploy to Afghanistan and others were supporting the training, and the G-8 and G-20 were on the horizon.”

The personnel of 1 Cdn Fd Hosp took only nine days to deploy to Haiti with their general and specialized equipment. When they arrived in Léogâne, Canadian military engineers already had a site ready for their “enhanced role 2” medical facility. (See the accompanying article, *Medical Role Support* on page 9).

The hospital accepted its first patients on 29 January. In the 17 days between the earthquake and the start of medical operations, the hospital assembled its members, material and equipment, transported it to Léogâne and literally constructed the hospital, a maze of modular tenting. Jutting out from its central passageway were wings for surgery, dentistry and hospital beds.

Initially, all patients were victims of the earthquake, but in the succeeding weeks, the patients were increasingly Haitians who had pre-existing conditions. The Canadian military staff helped wherever they could:

- ◆ One child had a deformity since birth. His forearm was bent to a right angle between his elbow and his wrist;



Master Corporal Macha Khoudja-Poirier and Corporal Mélanie Mascolo evacuate an 18-year-old Haitian woman.

- ◆ A woman came for treatment. The hospital staff first thought she was pregnant, but instead she had a 27-pound tumor in her abdomen.

“Nothing was simple there,” said Major Brizay. “We saw medical conditions there that we are not accustomed to see in Canada because they would be detected early because of our routine access to medical care. The uniquely bad circumstances in Haiti are commonplace for them.”

Our dentist saw and treated patients with such huge abscesses that they couldn’t eat.

Some patients were sent to the American military hospital ship, USS Comfort for further treatment.

“We worked well with our American friends,” added Major Brizay. “For the first few days the U.S. Second Marine Expeditionary Force (II MEF) provided us with our fuel and

water, until our own arrived.” The II MEF is from Camp Lejeune, North Carolina.

The Canadian hospital worked with non-governmental organizations, including the Canadian, Norwegian and Japanese Red Cross, St. John Ambulance, a civilian Cuban field hospital, and the German aid organization, Johanniter International Assistance.

Patients were accepted until 10 March 2010.

When the hospital closed on 16 March 2010, it had treated 4,922 patients and conducted 192 surgical procedures.

As part of transition planning, the hospital staff also assessed the capabilities of medical facilities in Léogâne.

Hospital operations received extensive support from the 3 R22eR Battalion Group, especially the engineer squadron, and from HMCS ATHABASKAN.

from: NATO Logistics Handbook October 1997

Medical Role Support

The term “Role” or “Echelon” is used to describe the stratification of the four tiers in which medical support is organized, on a progressive basis, to conduct treatment, evacuation, resupply, and functions essential to the maintenance of the health of the force. “Echelon” or “Role” is defined on the basis of capabilities and resources, and is not specific to particular medical unit types. The term “role” is used by land or air forces, while “echelon” is primarily a maritime term. While closely related, they are not exactly interchangeable. The treatment capability of each role/echelon is intrinsic at the higher level, e.g. a role 3 facility will have the ability to carry out role 2 functions. Each level of support has the responsibility to resupply and otherwise support the levels below them. There is no requirement that a patient must necessarily pass through each echelon of care in progression during treatment and evacuation.

Role/Echelon 1: medical support is that which is integral or allocated to a small unit, and will include the capabilities for providing first aid, immediate lifesaving measures, and triage. Additionally, it will contribute to the health and well-being of the unit through provision of guidance in the prevention of disease, non-battle injuries, and operational stress. Normally, routine sick call and the management of minor sick and injured personnel for immediate return to duty are a function of this level of care.

Role /Echelon 2: support is normally provided at larger unit level, usually of Brigade or larger size, though it may be provided farther forward, depending upon the operational requirements. In general, it will be prepared to provide evacuation from Role/Echelon 1 facilities, triage and resuscitation, treatment and holding of patients until they can be returned to duty or evacuated, and emergency dental treatment. Though normally this level will not include surgical capabilities, certain operations may require their augmentation with the capabilities to perform emergency surgery and essential post-operative management. In this case, they will be often referred to as Role 2+. In the maritime forces, Echelon 2 is equivalent to the land forces’ Role 2+, as a surgical team is integral to this echelon. Maritime echelon 2 support is normally found on major war vessels and some larger logistics or support vessels, and at some Forward Logistics Sites (FLS).

Role/Echelon 3: support is normally provided at Division level and above. It includes additional capabilities, including specialist diagnostic resources, specialist surgical and medical capabilities, preventive medicine, food inspection, dentistry, and operational stress management teams when not provided at level 2. The holding capacity of a level 3 facility will be sufficient to allow diagnosis, treatment, and holding of those patients who can receive total treatment and be returned to duty within the evacuation policy laid down by the Force Surgeon for the theatre. Classically, this support will be provided by field hospitals of various types. Maritime Echelon 3 is equivalent to land/air forces Role 3, though it will normally have increased specialty capabilities. Echelon 3 is normally found on some major amphibious ships, on hospital ships, at Fleet Hospitals, at some FLS, and at a few Advanced Logistics Support Sites (ALSS).

Role/Echelon 4: medical support provides definitive care of patients for whom the treatment required is longer than the theatre evacuation policy or for whom the capabilities usually found at role/echelon 3 are inadequate. This would normally comprise specialist surgical and medical procedures, reconstruction, rehabilitation, and convalescence. This level of care is usually highly specialized, time consuming, and normally provided in the country of origin. Under unusual circumstances, this level of care may be established in a theatre of operations.

Big Dawg: Sea King Operations in Haiti

Captain Paul Malone, from Pickering, ON, completed training to fly Sea King helicopters barely two months before he and his colleagues were assigned to Haiti to assist with humanitarian efforts following Port-au-Prince's earthquake.

The single maritime helicopter, nicknamed *Big Dawg*, its two flight crews and team of technicians from 423 Maritime Helicopter Squadron at 12 Wing Shearwater, NS, joined HMCS ATHABASKAN on 19 January. Following a reconnaissance flight, *Big Dawg* and its crew set to work.

"Initially, flying in and near Port-au-Prince was a nightmare," said Capt. Malone. "When we arrived, there was no air traffic control, and with so many heavy lift aircraft and helicopters from different countries, flying was very confused. When the U.S. took over air traffic control, things became easier."

With so much destruction and so many in need of even the most basic supplies, *Big Dawg* was given blanket authority to carry whatever and whoever needed to move within Haiti. "The first priority was medical [medical evacuations]," said Capt. Malone. "Then came Canadian repats, U.S. medical staff and Doctors Without Borders. It was, simply stated, a jumble. So many needed so much, and with the roads shut down or congested, our helo missions were always full."

Big Dawg was put to work as soon as it arrived in Haiti. "The Disaster Assistance Relief Team (DART) was in Jacmel ready to commence operations but much of their medical equipment had been flown into Port-au-Prince. *Big Dawg* virtually hauled the entire DART hospital over a mountain to provide the DART with its urgently needed medical equipment.

With *Big Dawg's* help, the DART reached full operational capability at Jacmel. The venerable helicopter and its air and ground crew went to work repatriating sick and elderly Canadians, carrying out numerous medical evacuations for wounded children and providing mobility for the Army so they can bring peace and stability to a country in turmoil.

The Sea King's size made it an obvious vehicle for a variety of mission profiles, from delivering 80,000 litres of drinking water, boxes of medical supplies and people associated with humanitarian efforts. This single helicopter moved two hospitals, 1 Field Ambulance and the DART's medical facility, by airlifting the infrastructure, facilities, material and personnel.



Big Dawg, the nickname given to HMCS Athabaskan's Sea King helicopter, delivers clean water to a field in Haiti. (Canadian Forces photo)

"There were a lot of crushing injuries," said Capt. Malone. The most memorable was "a nine year-old girl with a crushed arm. We took her from the UN compound to the USS COMFORT. They had to amputate her arm. Another was an 80 year-old man with a broken leg... His leg had turned gangrenous. He passed out enroute to medical help. If we hadn't taken him, he wouldn't have made it."

The USS COMFORT is a U.S. Navy hospital ship which deployed to Haiti as part of the American response to the earthquake.

Overall, *Big Dawg's* time in Haiti was non-stop daytime flying, punctuated by small problems, "mostly warning lights," said Capt. Malone. "There were no cancelled missions," he said. "There was no night flying, so our technicians worked at night to keep *Big Dawg* flying during daytime."

The Sea King and its air and service and technical personnel stayed with HMCS Athabaskan and returned to Halifax with the ship on 17 March.

R22eR supports the Haiti relief effort



Landing craft #1663 (left) from USS BATTAN transports 174 members of the Royal 22e Régiment (Van Doos) from Her Majesty's Canadian Ship (HMCS) ATHABASKAN to the beach of Leogane, Haiti, for OP HESTIA.
Canadian Forces photo by Corporal Johanie Maheu.

Approximately 1,000 soldiers from Canadian Forces Base Valcartier's Troisième Bataillon Royal 22e Régiment deployed to the Port-au-Prince and Léogâne areas of Haiti to assist with Operation HESTIA. While the Canadian Army's training ultimately prepares military members for combat and warfare, it also provides for flexibility and the ability to transfer their skills to other, often non-military, emergencies.

The *advance party* arrived on 14 January, and immediately established communications links with contingents from other nations, with local authorities and non-governmental organizations engaged in humanitarian work and earthquake recovery. During its first days in Haiti, the Battalion Group worked with DART engineers to prepare the site for the construction of the Role 2 facility for 1 Canadian Field Hospital, and helped with the evacuation of many expatriate Canadians.

Comprising almost 500 soldiers, the 3 R22eR Battalion Group was made up of two rifle companies and one support company from the 3rd Battalion Royal 22e Régiment, and one squadron of sappers from 5 Combat Engineer Regiment.

To maximize its ability to help people in distress, 3 R22eR Battalion Group rapidly established links with other national contingents, local authorities and non-governmental organizations working in the area. During its first days on the ground, the Battalion Group worked with the DART engineers to prepare the site for the construction of the Role 2 facility for 1 Canadian Field Hospital, and helped with the evacuation of many expatriate Canadians.

The 3 R22eR Battalion Group handled a wide range of tasks, including:

- ◆ Co-ordination of and security for the distribution of humanitarian aid with partners, including United Nations organizations and non-governmental groups at sites attracting crowds of more than 3,000 people;
- ◆ Distribution of humanitarian aid by helicopter in mountainous areas;
- ◆ Working with local authorities to organize cash-for-work programs employing local residents in projects to improve infrastructure and public services;
- ◆ Completion of quick-impact projects such as removing debris and digging drainage canals;
- ◆ Providing area security in co-operation with the Police Nationale Haïtienne (with HMCS ATHABASKAN);
- ◆ Production of 2,329,188 litres of safe drinking water with three Reverse Osmosis Water Purification Units (ROWPUs), of which 2,142,627 were distributed;
- ◆ Organizing mobile medical clinics and delivering health care services to isolated communities;
- ◆ Working with humanitarian agencies to distribute 1,271,950 meals;
- ◆ Excavation of latrines and various construction tasks in camps for internally displaced people; and
- ◆ Construction of a government centre and a crisis centre at Léogâne City Hall.

The deployment to Haiti was a case study in the inherent flexibility of Canada's soldiers and what they can do and what they're trained to do. The Army also helps people in need, and this has been demonstrated in the many deployments to Haiti as well as to Cyprus and the Balkans. Where Canadian soldiers deploy, they have a tradition of providing help, assistance and support that falls outside their mandated mission.

The Royal 22e Régiment was uniquely qualified to serve in Haiti, and the Regiment's 3rd Battalion's brought Haitians the help they needed.

Humanitarian work – helping the people, delivering food, supplies, providing security and generally providing help wherever and whenever it was needed – was basically what they did

Immediately prior to their deployment and despite the

short notice, these soldiers worked day and nights, including weekends preparing for their deployment on Operation HESTIA.

Lieutenant-Colonel André Demers, commanding officer of *Troisième Bataillon*, spoke of the reception which his troops received. "We have a very good relationship with the Haitian people in the Léogâne area. Plus the fact that nearly 100% of my troops speak French, we got a very easy connection with the people right away, not to mention that several of my soldiers are of Haitian descent and speak Creole. ... The francophone cultural side definitely helps us have good relations and maintain them, not only with the local

government, but also with the people."

The "Van Doos" not only helped Haitian people directly, but they worked with non-governmental organizations and international organizations in the Léogâne area, increasing their capacity whenever possible in collaboration with the United Nations troops. The Sri Lankan battalion received special mention from Lt-Col Demers for their excellent service, as they conducted the majority of their operations in cooperation with them.

The last soldiers to leave Haiti arrived in Valcartier on 22 March.

Griffon Helicopters: Rotary Wings and Four Wings

By Lesley Craig



A Griffon Helicopter from Valcartier hovers over boxes of food to be delivered to the people of a little mountain village near the city of Léogane, Haiti. CF photo by Corporal Julie Bélisle.

CARREFOUR (27 January) – Chaplain David Butler, executive director of the Four Winds Foundation, and his fellow aid workers began making the rounds of the non-governmental organizations working in Haiti. They were looking for water to take to orphanages in Carrefour, a small town on the outskirts of Port-au-Prince that suffered extreme damage in the earthquake.

The **Four Wings Foundation** is an organization that supports a cross section of non profit community groups, charities, welfare agencies, educational organisations and amateur sporting organisations.

"We lost two orphans earlier this week because they did not have enough water," said Chaplain Butler. "We shared this story with everyone and begged them to help." Butler

and his colleagues have taken on responsibility for 10 orphanages, housing close to 1,500 children.

Nobody had water to spare, or the manpower to deliver it if they'd had. He and his team continued their hunt for aid until noon, when they found Lieutenant-Colonel Scott Clancy.

Lt-Col Clancy took them straight up to Joint Task Force Haiti HQ, and its six people, who were still establishing Canadian command and control.

"The task force was able to cobble together some water

and rations and, as a commander, I decided to take on the operation myself," explained Lt-Col. Clancy. "I came back to my headquarters and put a planning team together from operations, logistics, air crew, ground crew, intelligence – the whole team you need to plan an operation like this. We went through our battle procedure and our warning order to get the guys running."

Lt-Col Clancy requested help to deliver the supplies from members of 3rd Battalion, Royal 22e Régiment (3 R22eR), who were on the airfield providing security for Canadian evacuees. "They automatically said yes," Lt-Col Clancy said. "These are the *Van Doos*. Getting out on the ground and doing what they do, that was exactly what they wanted."

Within hours, 15 pallets of food and three pallets of water

were loaded into a school bus provided by Chaplain Butler and his colleagues, all of whom were confident that their quest for supplies would be successful.

Lt-Col Clancy believed the bus would be more secure than military vehicles because it would conceal the purpose of the trip. With such profound devastation and scarce food and water, there was concern that the vehicles might cause problems among the population if they were known to carry aid.

With traffic jams stretching for kilometres in Haiti during these difficult days, the operation included airborne surveillance. Shortly before the bus began its journey, Major Luc Lacasse and a four-person Griffin crew took off to provide *top cover* for the vehicles carrying the soldiers and the supplies.

"It's a good thing we did that because when we took off, we went forward to check on the road that we planned on using, and there was a huge roadblock of one kilometre long on the highway, caused by big vans and trucks and congestion in town," said Maj Lacasse. "So, we looked at the road system from above and we suggested a better route for the party to take, and to make safe the unloading areas at the three orphanages."

At each orphanage, the bus backed up to the doors so the food and water could be unloaded while members of 3 R22eR formed a security perimeter around the area. At each stop,

the food and water were unloaded in fewer than 10 minutes with the help of orphanage staff and Chaplain Butler and his colleagues.

"It never came up to a problem," said Maj Lacasse. He and his crew were also responsible for keeping an eye out for disturbances and relaying communications between the vehicles on the ground and the command post at the airfield. "Everything went really nice and slick." Two and a half hours after they left the airfield, they were back, their good deed for the day safely completed.

The food and water supplied to the orphanages was enough to feed 500 people for two days. However, says Lt-Col. Clancy, the most important part of the entire endeavour was connecting Chaplain Butler and his aid organization with the Canadian International Development Agency.

"The reason we did this, more than anything else, was to raise the visibility of it so that the aid organizations know where these places are and they can go there first," Lt-Col. Clancy noted.

"We accomplished that, I know, because marines went back with MINUSTAH [United Nations Stabilization Mission in Haiti] forces in the next couple days and they've been re-supplying those orphanages ever since."

(from *The Maple Leaf* with permission of the author)

Canada's Military Engineers: Invisible Heroes



Sergeant Mario Bénard and Corporal Daniel Hudon use wire cutters to remove the cables near downtown Léogane. Members of 5 Combat Engineer Regiment are helping the community of Leogane by removing some electric cables that may represent some danger to the population.

CF photo by Sergeant Bruno Turcotte.

In any emergency which involves the collapse of critical infrastructure, engineers are often the invisible heroes. Canada's military engineers brought an array of essential skills to Haiti that complemented the vital contributions of the other components of the Canadian Forces humanitarian mission.

There were 220 engineers working alongside the Land (or Army) Component, which included 1 Canadian Field Hospital, the Disaster Assistance Relief Team (DART), Third Battalion Royal 22e Régiment, Joint Task Force Support Element, Air Component and Joint Task Force Headquarters (U.S. Army Reserve Team, Geomatics, Specialist Engineer Team and the Engineer Support Coordination Centre).

The Engineer contingent included:

- ◆ 5e Régiment du Génie de Combat of La Citadelle de Québec, QC;
- ◆ 4 Engineer Support Regiment of Canadian Forces Base Gagetown, NB;
- ◆ 1 Engineer Support Unit of Moncton, NB;
- ◆ Maritime Forces Atlantic Formation Halifax Naval Construction Troop, NS;
- ◆ Canadian Forces School of Military Engineering of Canadian Forces Base Gagetown;
- ◆ 8 Wing Trenton, ON;
- ◆ 19 Wing Comox, BC; and,
- ◆ Joint Headquarters, Kingston, Jamaica.

Canada's JTF HESTIA successfully conducted its operations in a *Joint, Interagency, Multinational and Public* (JIMP) manner in support of the Department of Foreign Affairs and International Trade (DFAIT). DFAIT and CIDA representatives worked in the headquarters of the engineers and the two land components.

Canadian military engineers worked with MINUSTAH, the US JTF Haiti, development agencies, international agencies (IFRC, ICRC, etc.), other government departments and the host nation, etc. Canada's richness in people, values and resources enabled the engineers' many successes. The diversity of language abilities, which includes French and English as well as Creole, enabled effective and amicable interaction with the population, MINUSTAH, and international groups. The Haitian people commented on the Canadian soldiers' work ethic.

Haitians who seemed to be angered by other nations' soldiers, lightened up when dealing with Canadian troops, perhaps influenced by Canada's historical assistance over the past half century, the many Haitians who have made Canada their home, and Canada's non-colonial history.

The Engineers' reverse *osmosis water purification unit* (along with the two ships' water purification capabilities) provided 2.8 million litres of critically-needed clean water. And they improved security, health, sanitation and shelter.

The Last Word

This issue of *Military Matters* highlights the very praiseworthy work of our Canadian military in Haiti more than a year ago. Operation HESTIA was more than a *whole of government* humanitarian operation to relieve the suffering of the impoverished people of Haiti. It was also the continued application of Canadian values to a people in need.

These are the same values which Canada has put into practice in our peacekeeping and peace support operations since December 1948, when the United Nations first requested and received Canada's help to patrol the demarcation line in Kashmir between India and Pakistan. Our military personnel have been involved in Haiti since 1963, reflecting a commitment by so many Canadians to help the helpless in that unfortunate nation. The commitment of our sailors, soldiers, and airmen and airwomen has been no less passionate than that of our civilian humanitarian workers.

Missing from Canadian media coverage, however, is the equal commitment of the military and civilian members of the Defence department and the Canadian Forces who worked equally long hours as our forces in Haiti, but were missed in the well-deserved attention given to those who deployed on Operation HESTIA.

Along with the advance party that deployed the day following the earthquake were the base personnel at CFB Trenton who prepared the Hercules aircraft for its flight; along with the military engineers on the ground were those from Nova Scotia, New Brunswick, Quebec, Ontario and British Columbia who prepared equipment for deployment; before HMC Ships HALIFAX and ATHABASKAN steamed from Halifax, there was a huge contingent of military and civilian members of the Defence Team who prepared the ships for this unique mission.

Perpetually absent from coverage, as well, are the military and civilian members of the Canadian Expeditionary Command (CEFCOM) and the Canadian Operational Support Command (CANOSCOM).

CEFCOM plans and conducts all Canadian military operations - in concert with national and international partners - in support of Canada's national interests. CANOSCOM delivers national-level operational support to Canadian Forces missions at home and abroad from start to finish.

While our military personnel were away from home, and away from the comforts and families that surround them while they are at home, their colleagues at their bases and units, at their garrisons and headquarters, may have slept in their own beds at night, but they slept as little and worked as hard to maintain the logistics and administrative chain that must support these operations.

Media cameras and journalists reported each aircraft bringing essential humanitarian and medical supplies, but absent from the attentions of our news media were the women and men, both civilian and military, who purchased, transported, loaded and dispatched the aircraft and ships to their mission.

Also escaping our attentions are those who comprise that informal network to support the families of our deployed personnel. They allow our military personnel to deploy, comfortable in the knowledge that their family members will be cared for and that any family emergency, large or small, will receive prompt and caring attention by a friend or colleague.

Military Matters is an independent online journal that explores issues of Canadian military affairs that may not be expressed in the mainstream Canadian media. This newsletter is provided without charge as a service to increase public knowledge of the roles, operations and activities of the Department of National Defence and the Canadian Forces.

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Military Matters

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