

26.10.2013	1		, 50m		12 - 17
	II	: 26.10 /	III	: 27.80 /	I
	II	: 32.00 /		: 35.20 /	I
	II	: 50.20			: 29.20 /
					: 40.00 /

: FINA 2011

12 - 15

1.			99	.		<b>28.61</b>	536	1
2.	,		98	.	-1	<b>28.70</b>	531	1
3.	,		99	.		<b>29.95</b>	467	2
4.	,		99	.	-1	<b>31.40</b>	405	2
5.	,		98	.		<b>31.77</b>	391	2
6.	,		99	.		<b>32.33</b>	371	3
7.	,		00	.		<b>32.45</b>	367	3
8.	,		00	.		<b>32.46</b>	367	3
9.	,		98	.	-2	<b>32.67</b>	360	3
10.	,		99	.	-2	<b>33.81</b>	325	3
11.	,		99	.		<b>33.84</b>	324	3
12.	,		98	.		<b>34.16</b>	315	3
13.	,		99	.		<b>35.84</b>	273	1
14.	,		00	.		<b>37.34</b>	241	1
15.	,		00	.		<b>39.09</b>	210	1
16.	,		00	.		<b>39.51</b>	203	1
17.	,		00	.		<b>42.46</b>	164	2
18.	,		99	.		<b>44.77</b>	140	2
19.	,		98	.		<b>45.39</b>	134	2
20.	,		98	.		<b>46.56</b>	124	2
21.	,		99	.		<b>48.56</b>	109	2
22.	,		99	.		<b>48.59</b>	109	2
23.	,		98	.		<b>50.12</b>	99	2
24.	,		99	.		<b>51.91</b>	89	
25.	,		98	.		<b>58.74</b>	62	
26.	,		99	.		<b>1:00.04</b>	58	
DSQ	,		99	.		<b>47.83</b>		2
DSQ	,		98	.		<b>1:00.91</b>		

16 - 17

1.	,		97	.		<b>29.12</b>	508	1
2.	,		96	.	-1	<b>30.10</b>	460	2
3.	,		97	.		<b>30.74</b>	432	2
4.	,		97	.		<b>31.86</b>	388	2
5.	,		96	.	-1	<b>31.93</b>	386	2
6.	,		96	.		<b>32.89</b>	353	3
7.	,		97	.		<b>32.92</b>	352	3
8.	,		97	.	-2	<b>33.45</b>	335	3
9.	,		97	.	-2	<b>34.21</b>	313	3
10.	,		97	.		<b>34.67</b>	301	3
11.	,		97	.		<b>35.30</b>	285	1
12.	,		96	.		<b>37.66</b>	235	1
13.	,		97	.		<b>38.57</b>	219	1
14.	,		97	.		<b>39.68</b>	201	1
15.	,		96	.		<b>40.58</b>	188	2
16.	,		97	.		<b>44.54</b>	142	2
17.	,		97	.		<b>45.43</b>	134	2
18.	,		96	.		<b>49.71</b>	102	2
19.	,		96	.		<b>51.66</b>	91	

12  
, 26. - 27.10.2013

1, , 50m		, 16 - 17	
20.	,	97	<b>1:01.06</b> 55
21.	,	97	<b>1:01.91</b> 52
DSQ	,	97	
EXH	,	98	<b>34.72</b> 300 3

26.10.2013 2 , 50m 12 - 17

II	: 22.85 /	III	: 23.90 /	I	: 25.25 /
II	: 27.75 /		: 30.50 /	I	: 36.00 /
	: 45.50				

: FINA 2011

12 - 15

1.	,	98	.	<b>25.87</b>	483	2
2.	,	99	.	<b>26.11</b>	469	2
3.	,	98	.	<b>26.17</b>	466	2
4.	,	99	.	<b>26.51</b>	449	2
5.	,	01	.	<b>26.85</b>	432	2
6.	,	98	.	<b>27.65</b>	395	2
7.	,	99	.	<b>27.69</b>	394	2
8.	,	00	.	<b>28.53</b>	360	3
9.	,	00	.	<b>29.23</b>	334	3
10.	,	99	.	<b>29.34</b>	331	3
11.	,	99	.	<b>29.64</b>	321	3
12.	,	98	.	<b>29.90</b>	312	3
13.	,	99	.	<b>30.17</b>	304	3
14.	,	98	.	<b>30.38</b>	298	3
15.	,	00	.	<b>31.19</b>	275	1
16.	,	98	.	<b>32.82</b>	236	1
17.	,	99	.	<b>32.97</b>	233	1
18.	,	99	.	<b>34.66</b>	200	1
19.	,	99	.	<b>35.00</b>	195	1
20.	,	99	.	<b>35.15</b>	192	1
21.	,	99	.	<b>35.17</b>	192	1
22.	,	98	.	<b>36.34</b>	174	2
23.	,	98	.	<b>36.62</b>	170	2
24.	,	99	.	<b>37.20</b>	162	2
25.	,	98	.	<b>38.61</b>	145	2
26.	,	98	.	<b>39.22</b>	138	2
DSQ	,	99	.	<b>51.05</b>		

16 - 17

1.	,	97	.	<b>25.12</b>	527	1
2.	,	97	.	<b>25.29</b>	517	2
3.	,	96	.	<b>25.41</b>	509	2
4.	,	97	.	<b>26.04</b>	473	2
5.	,	97	.	<b>26.31</b>	459	2
6.	,	97	.	<b>26.52</b>	448	2
7.	,	97	.	<b>27.02</b>	424	2
8.	,	97	.	<b>27.04</b>	423	2
9.	,	97	.	<b>28.19</b>	373	3
10.	,	97	.	<b>29.40</b>	329	3

	2,	, 50m	, 16 - 17		
11.			97	<b>29.43</b>	328 3
12.			97	<b>29.51</b>	325 3
13.			97	<b>29.54</b>	324 3
14.			96	<b>30.11</b>	306 3
15.			96	<b>30.12</b>	306 3
16.			96	<b>32.22</b>	250 1
17.			97	<b>33.33</b>	225 1
18.			96	<b>34.15</b>	210 1
19.			97	<b>34.84</b>	197 1
20.			96	<b>35.04</b>	194 1
21.			96	<b>35.21</b>	191 1
22.			96	<b>36.28</b>	175 2
23.			97	<b>37.80</b>	154 2
24.			96	<b>40.55</b>	125 2
25.			97	<b>42.69</b>	107 2
EXH			98	<b>35.44</b>	187 1

3 4 x 50m 12 - 17  
26.10.2013

: FINA 2011

1.	-1 1			-1	<b>1:49.87</b>	397
		98	28.75		97	25.34
		96	30.80		97	24.98
2.	1				<b>1:50.15</b>	394
		99	30.00		98	25.82
		97	29.50		96	24.83
3.	2				<b>1:56.57</b>	332
		98	31.97		99	26.75
		97	31.30		97	26.55
4.	-2 1			-2	<b>1:57.64</b>	323
		99	33.54		97	26.20
		97	31.91		97	25.99
5.	1				<b>1:58.80</b>	314
		99	32.32		97	26.62
		96	32.91		98	26.95
6.	-1 2			-1	<b>1:59.01</b>	312
		96	32.56		98	28.32
		99	31.92		99	26.21
7.					<b>2:00.99</b>	297
		97	32.79		00	31.17
		00	33.44		97	23.59
8.	-2 2			-2	<b>2:04.11</b>	275
		97	34.61		99	
		98			01	27.18
9.					<b>2:04.18</b>	275
		00	32.84		99	32.36
		99	29.12		96	29.86
10.					<b>2:08.47</b>	248
		00	37.38		97	29.88
		97	31.59		96	29.62

3, , 4 x 50m , 12 - 17

11.	2	97	36.09	98	<b>2:10.05</b>	239
		98	34.97	97		21.41
						37.58
12.		98	49.39	00	<b>2:24.14</b>	175
		97	34.26	97		30.28
						30.21
13.	1	97	40.42	97	<b>2:26.64</b>	167
		00	39.30	96		35.53
						31.39
14.	2	96	41.91	99	<b>2:37.24</b>	135
		00	1:17.99	99		37.34
15.		97	41.59	96	<b>2:40.91</b>	126
		99	47.33	96		37.71
						34.28
16.		99	50.71	96	<b>2:56.96</b>	95
		97	58.45	97		35.06
						32.74
17.		99	1:01.13	97	<b>3:08.97</b>	78
		98	48.80	98		42.61
						36.43

4 , 100m 12 - 17  
27.10.2013

II	: 55.50 /	III	: 59.50 /	I	: 1:04.00 /
	: 1:11.50 /		: 1:22.00 /	I	: 1:34.00

: FINA 2011

12 - 15

1.	99	.	<b>1:01.98</b>	557	1
2.	98	.	<b>1:02.65</b>	539	1
3.	99	.	<b>1:07.84</b>	425	2
4.	99	.	<b>1:08.05</b>	421	2
5.	98	.	<b>1:11.35</b>	365	2
6.	99	.	<b>1:12.58</b>	347	3
7.	00	.	<b>1:13.26</b>	337	3
8.	00	.	<b>1:14.66</b>	318	3
9.	99	.	<b>1:14.90</b>	315	3
10.	99	.	<b>1:15.90</b>	303	3
11.	98	.	<b>1:16.35</b>	298	3
12.	98	.	<b>1:17.72</b>	282	3
13.	00	.	<b>1:23.47</b>	228	1
14.	99	.	<b>1:23.81</b>	225	1
15.	00	.	<b>1:31.54</b>	173	1
16.	00	.	<b>1:33.92</b>	160	1
17.	00	.	<b>1:34.54</b>	157	
18.	99	.	<b>1:52.42</b>	93	
19.	99	.	<b>1:56.37</b>	84	
20.	99	.	<b>1:58.62</b>	79	
21.	98	.	<b>1:59.10</b>	78	
22.	99	.	<b>2:00.03</b>	76	
23.	98	.	<b>2:08.14</b>	63	
DSQ	99	.	<b>2:01.87</b>		

4, , 100m

16 - 17

1.	,	97	.		<b>1:04.19</b>	501	2
2.	,	96	.	-1	<b>1:07.22</b>	436	2
3.	,	97	.		<b>1:09.25</b>	399	2
4.	,	97	.		<b>1:11.57</b>	362	3
5.	,	96	.	-1	<b>1:12.32</b>	350	3
6.	,	97	.		<b>1:13.55</b>	333	3
7.	,	96	.		<b>1:14.40</b>	322	3
8.	,	97	.	-2	<b>1:15.37</b>	310	3
9.	,	97	.	-2	<b>1:16.34</b>	298	3
10.	,	97	.		<b>1:17.53</b>	284	3
11.	,	97	.		<b>1:20.79</b>	251	3
12.	,	96	.		<b>1:28.11</b>	194	1
13.	,	97	.		<b>1:34.72</b>	156	
14.	,	96	.		<b>1:43.46</b>	119	
15.	,	97	.		<b>1:48.51</b>	103	
16.	,	97	.		<b>1:48.72</b>	103	
17.	,	96	.		<b>2:03.71</b>	70	
18.	,	97	.		<b>2:35.07</b>	35	
19.	,	97	.		<b>2:38.28</b>	33	
DSQ	,	97	.		<b>1:42.35</b>		
DSQ	,	97	.		<b>2:01.83</b>		
DSQ	,	96	.		<b>2:10.32</b>		
EXH	,	98	.		<b>1:18.90</b>	270	3

5

, 100m

12 - 17

27.10.2013

	: 50.50 /		: 53.50 /	I	: 57.00 /		
II	: 1:04.50 /	III	: 1:13.00 /	I	: 1:24.00		
: FINA 2011							

12 - 15

1.	,	99	.	-1	<b>57.69</b>	472	2
2.	,	98	.		<b>59.07</b>	440	2
3.	,	99	.		<b>59.53</b>	430	2
4.	,	98	.		<b>1:00.71</b>	405	2
5.	,	01	.	-2	<b>1:01.85</b>	383	2
6.	,	99	.	-2	<b>1:02.22</b>	376	2
7.	,	98	.	-1	<b>1:02.45</b>	372	2
8.	,	99	.		<b>1:05.11</b>	328	3
9.	,	00	.		<b>1:05.60</b>	321	3
10.	,	99	.		<b>1:05.96</b>	316	3
11.	,	98	.		<b>1:06.40</b>	310	3
12.	,	99	.		<b>1:08.03</b>	288	3
13.	,	00	.		<b>1:08.35</b>	284	3
14.	,	98	.		<b>1:10.15</b>	262	3
15.	,	99	.		<b>1:18.54</b>	187	1
16.	,	99	.		<b>1:19.09</b>	183	1
17.	,	98	.		<b>1:19.14</b>	183	1
18.	,	98	.		<b>1:20.05</b>	176	1
19.	,	99	.		<b>1:29.14</b>	128	
20.	,	98	.		<b>1:30.30</b>	123	
21.	,	99	.		<b>1:30.95</b>	120	

	5,	, 100m	, 12 - 15				
22.	,		99			<b>1:33.44</b>	111
23.	,		98			<b>1:39.63</b>	91
24.	,		98			<b>1:44.11</b>	80
16 - 17							
1.	,		97	.	-1	<b>55.90</b>	519 1
2.	,		97	.	-1	<b>55.99</b>	517 1
3.	,		96	.		<b>56.21</b>	511 1
4.	,		97	.	-2	<b>57.59</b>	475 2
5.	,		97	.	-2	<b>58.23</b>	459 2
6.	,		97	.		<b>58.28</b>	458 2
7.	,		97	.		<b>59.31</b>	435 2
8.	,		97	.		<b>1:00.87</b>	402 2
9.	,		97	.		<b>1:05.39</b>	324 3
10.	,		97	.		<b>1:06.03</b>	315 3
11.	,		97	.		<b>1:07.63</b>	293 3
12.	,		96	.		<b>1:08.48</b>	282 3
13.	,		97	.		<b>1:10.30</b>	261 3
14.	,		97	.		<b>1:10.74</b>	256 3
15.	,		96	.		<b>1:11.06</b>	252 3
16.	,		97	.		<b>1:12.06</b>	242 3
17.	,		96	.		<b>1:15.58</b>	210 1
18.	,		96	.		<b>1:19.02</b>	183 1
19.	,		96	.		<b>1:20.14</b>	176 1
20.	,		97	.		<b>1:20.35</b>	174 1
21.	,		97	.		<b>1:21.67</b>	166 1
22.	,		96	.		<b>1:28.45</b>	131
23.	,		96	.		<b>1:28.52</b>	130
24.	,		97	.		<b>1:45.23</b>	77
25.	,		96	.		<b>1:50.50</b>	67
EXH	,		98	.		<b>1:19.89</b>	178 1