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2012		/						
1.	2012	.	-	"	"	<b>32.73</b>	260	1
2.	2012	.	-			<b>34.21</b>	228	1
3.	2012	.	-	"World Class"		<b>34.75</b>	217	1
4.	2012	.	-	"	"	<b>35.17</b>	210	1
5.	2012	.	-	"	"	<b>35.29</b>	208	1
6.	2012	.	-	"	"	<b>35.46</b>	205	1
7.	2012	.	-	"	"	<b>35.72</b>	200	1
8.	2013	.	-	"	"	<b>35.76</b>	199	
9.	2012	.	-	"	"	<b>36.03</b>	195	2
10.	2012	.	-	"	"	<b>36.13</b>	193	2
11.	2012	.	-	"	"	<b>36.19</b>	192	2
12.	2012	.	-	"	"	<b>36.59</b>	186	2
13.	2012	.	-	"	"	<b>37.06</b>	179	2
14.	2012	.	-	3		<b>37.14</b>	178	2
15.	2012	.	-	"	"	<b>37.41</b>	174	2
16.	2012	.	-	3		<b>37.49</b>	173	2
17.	2013	.	-	"	"	<b>37.92</b>	167	
18.	2012	.	-	1		<b>38.76</b>	157	2
19.	2013	.	-			<b>39.08</b>	153	
20.	2014	.	-	"	"	<b>39.50</b>	148	
21.	2012	.	-	"	"	<b>40.27</b>	139	2
22.	2013	.	-	"	"	<b>40.66</b>	136	
23.	2012	.	-	"	"	<b>40.87</b>	133	2
24.	2013	.	-	"	"	<b>41.21</b>	130	
25.	2012	.	-	"	"	<b>41.30</b>	129	2
26.	2012	.	-	"	"	<b>41.31</b>	129	2
27.	2013	.	-	"	"	<b>41.56</b>	127	
28.	2013	.	-	"	"	<b>42.16</b>	122	
29.	2012	.	-	"	"	<b>42.55</b>	118	2
30.	2013	.	-	"	"	<b>43.27</b>	112	
31.	2013	.	-	"	"	<b>43.96</b>	107	
32.	2014	.	-	"	"	<b>45.03</b>	100	
33.	2012	.	-	"	"	<b>45.27</b>	98	2
34.	2012	...				<b>45.37</b>	97	2
35.	2012	...	-			<b>45.83</b>	94	2
36.	2013	.	-	3		<b>46.51</b>	90	
37.	2012	.	-	"	"	<b>46.77</b>	89	3
38.	2013	.	-	"	"	<b>46.89</b>	88	
39.	2013	.	-	"	"	<b>46.97</b>	88	
40.	2012	.	-	"	"	<b>47.20</b>	86	3
41.	2012	.	-			<b>47.49</b>	85	3
42.	2012	.	-			<b>48.39</b>	80	3
	2013	.	-	"	"	<b>48.39</b>	80	
44.	2013	.	-	3		<b>49.12</b>	77	
45.	2012	.	-			<b>49.60</b>	74	3
46.	2013	.	-	"	"	<b>51.12</b>	68	



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6.	2010	.	-	"	"	<b>30.82</b>	312	1
7.	2010	.	-	"	"	<b>31.21</b>	300	1
8.	2010	.	-	-	-	<b>31.49</b>	292	1
9.	2010	.	-	3		<b>31.69</b>	287	1
10.	2010	.	-	1		<b>31.83</b>	283	1
11.	2010	.	-	"	"	<b>31.92</b>	281	1
12.	2010	.	-	"	"	<b>32.97</b>	255	1
13.	2010	.	-	"	"	<b>33.29</b>	247	1
14.	2010	.	-	-	-	<b>33.76</b>	237	1
15.	2010	.	-	-	1	<b>33.97</b>	233	1
16.	2010	.	-	"	"	<b>34.55</b>	221	1
17.	2010	.	-	"	"	<b>34.57</b>	221	1
18.	2010	...	-			<b>34.66</b>	219	1
19.	2010	.	-	"	"	<b>35.04</b>	212	1
20.	2010	.	-	"	"	<b>35.06</b>	212	1
21.	2010	.	-	"	"	<b>35.80</b>	199	1
22.	2010	.	-	3		<b>35.93</b>	197	1
23.	2010	.	-			<b>36.18</b>	193	2
24.	2010	.	-	1		<b>36.79</b>	183	2
25.	2010	...	-			<b>37.08</b>	179	2
26.	2010	...	-			<b>37.96</b>	167	2
27.	2010	.	-			<b>38.14</b>	164	2
28.	2010	...	-			<b>38.38</b>	161	2
29.	2010	.	-	12		<b>39.74</b>	145	2
30.	2010	...	-			<b>41.03</b>	132	2
31.	2010	.	-	1		<b>42.82</b>	116	2
32.	2010	.	-	"	"	<b>43.36</b>	112	2
33.	2010	.	-	"	"	<b>45.86</b>	94	2
DSQ	2010	...	-			<b>32.74</b>		1
DSQ	2010	.	-	"	"	<b>42.77</b>		2

2009

1.	2009	.	-	3		<b>28.38</b>	399	3
2.	2009	.	-	"	"	<b>28.50</b>	394	3
3.	2009	.	-	"	"	<b>28.65</b>	388	3
4.	2009	.	-	1		<b>28.88</b>	379	3
5.	2009	.	-	"	"	<b>28.98</b>	375	3
6.	2009	.	-	8		<b>29.05</b>	372	3
7.	2009	.	-	"	"	<b>29.12</b>	370	3
8.	2009	..	-			<b>29.18</b>	367	3
9.	2009	.	-	"World Class"		<b>29.89</b>	342	3
10.	2009	.	-	3		<b>30.21</b>	331	1
11.	2009	.	-	"	"	<b>30.69</b>	316	1
12.	2009	.	-	1		<b>30.95</b>	308	1
13.	2009	.	-	"World Class"		<b>31.08</b>	304	1
14.	2009	.	-	-	-	<b>31.21</b>	300	1
15.	2009	.	-	"	"	<b>31.29</b>	298	1
16.	2009	.	-	"	"	<b>31.89</b>	281	1
17.	2009	.	-			<b>32.14</b>	275	1

66, , 50m , 2009

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18.	2009	.	.	-	"	"	<b>32.27</b>	272 1
19.	2009	.	.	-			<b>32.50</b>	266 1
20.	2009	.	.	-	"	"	<b>32.99</b>	254 1
21.	2009	.	.	-		1	<b>33.06</b>	253 1
22.	2009	.	.	-		3	<b>34.25</b>	227 1
23.	2009	.	.	-	"	"	<b>36.14</b>	193 2
24.	2009	.	.	-		42	<b>38.06</b>	165 2
25.	2009	.	.	-		42	<b>38.10</b>	165 2
26.	2009	.	.	-			<b>38.63</b>	158 2
27.	2009	.	.	-		42	<b>39.33</b>	150 2
28.	2009	.	.	-	"	"	<b>39.36</b>	149 2
29.	2009	.	.	-	"	"	<b>46.21</b>	92 3