

WYONG 27 - 29 Oct 2016 State Championship

Event Report

Start : 08.38

For Events No. 1 - BOOSTER,LADDER & INTERNAL REEL

Finish : 10.09

Order	Station	Team	Time1	Time2	Time3	Penalty	Penalty Code	Total
* - Denotes In-Zone Competitor								
1	219	BEGA	022.96	008.21				031.185
2	405	NOWRA	024.82	009.12				033.943
3	756	KOOTINGAL RFS	025.17	008.80				033.978
4	465	TRANGIE	025.82	009.59				035.414
5	505S	WYONG	027.84	008.83				036.680
6	105	KELSO	027.92	009.05				036.984
7	493	WELLINGTON	031.35	009.44				040.794
8	505	WYONG	022.91	008.91		10	P07A	041.825
9	485	WANGI WANGI	034.32	008.85				043.178
10	424	PORT MACQUARIE	010.21	029.95		5	P02F	045.173
11	424S	PORT MACQUARIE	036.34	009.04				045.389
12	723	WADALBA (RFS)	038.82	008.11				046.941
13	359	LAWSON	040.00	011.37				051.374
14	757S	WAFI	041.81	009.95				051.766
15	72	MERRYLANDS	040.92	012.19				053.127
16	723S	WADALBA	034.99	008.89		10	P01E	053.888
17	279	DORRIGO	033.97	009.98		10	P06A	053.962
18	727	KAITANGATA (NZ)	042.76	009.88		10	P06A	062.656
19	257	COFFS HARBOUR	009.45	040.24		20	P01EP07A	069.698
Disq								
	378	MITTAGONG	044.18	010.36				054.544
	757	WAFI	047.43	012.42				059.856
DNR								
	72S	MERRYLANDS						
	998	PACER						
	508	WEST TAMWORTH						
	707	MFB MELBOURNE						
	442	SCARBOROUGH						
	998S	PACER						
Missed								
	475	URALLA						
	280	DUBBO						
	460	THE ENTRANCE						
	349	KURRI KURRI						

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P01A - SECOND & SUBSEQUENT FALSE START (1), P01B - COMPETITORS/TEAMS NOT AT START LINE (10), P01C - INFRINGEMENT OF ANY RGE RULE (10), P01D - ACTING IN AN UNBECOMING MANNER (10), P01E - MISHANDLING APPLIANCES OR EQUIPMENT (10), P01F - FAILURE TO WEAR CORRECT UNIFORM (10), P01G - VEST NOT WORN ACCORDING TO EVENT (10), P01H - FULLY CHARGED HOSE LEFT ON GROUND (10), P01I - BRANCH NOT HELD BY SEPARATE COMPETITOR (10), P01J - STRIKING BOTH TARGETS BY A COMPETITOR (10), P01K - PUMP OPERATOR LEAVING DESIGNATED AREA (10), P01L - STANDPIPE LEFT UNATTENDED WHEN WASHOUT OCCURS (10), P01M - PART BRANCH OR BODY NOT OVER LINE WHEN TARGET HIT (10), P01N - FAILURE TO COMPLETE HOSE CONNECTIONS