## ÖTRV – Wettkampfbericht

## Duathlon

**Allgemeiner Teil**

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| Veranstaltung/Name der Veranstaltung | | Datum |
|  | |  |
| Veranstalter | | ÖTRV-Nr. |
|  | |  |
| Veranstaltungsort | Rennleiter | |
|  |  | |
| TD | ChTO | |
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|  |  | | | | | | | | | |
| Sanitäre Einrichtungen (WC, Duschen): | ausreichend | | | |  | nicht ausreichend | | |  | |
| Raum für TO bzw. Wettkampf-Jury: | vorhanden | | | |  | nicht vorhanden | | |  | |
| Anschlagtafeln (Startlisten, Streckenpläne, Infos…): | vorhanden | | | |  | nicht vorhanden | | |  | |
| Platzsprecher bzw. Beschallung für Verlautbarungen: | ja | | | |  | nein | | |  | |
| Vorkehrungen für Dopingkontrollen (Raum, Personal): | ja | | | |  | nein | | |  | |
| Waren ausreichend Motorräder für TO´s vor Ort: | ja | | | |  | nein | | |  | |
| Kam der Veranstalter den Anweisungen des ChTO nach: | Ja | |  | teilweise | | |  | nein | |  |
| Zusammenarbeit mit dem Veranstalter: | gut | |  | ausreichend | | |  | unbefriedigend | |  |
| Die Wettkampf-Jury war wie folgt zusammengesetzt (Namen und TO-Nr.): | | | | | | | | | | |
| TD (bei ÖM/ÖSTM): | |  | | | | | | | | |
| ChTO: | |  | | | | | | | | |
| Delegierte(r) des Veranstalters: | |  | | | | | | | | |
| Delegierte(r) des Landesverbandes: | |  | | | | | | | | |

**Bewerbsdaten:**

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| Bewerbsbezeichnung: | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ÖTRV-Sportart: | Duathlon | | |  | | | | | | Crossduathlon | | | | | |  | | | | | | | | | | | | | |
| ÖTRV-Kategorie: | Kategorie A | | | | | | |  | | Kategorie B | | | | | |  | | | Kategorie C | | | | | | | | |  | |
| Meisterschaft: | Ö(ST)M | | | | | | |  | | LM | | | | | |  | | | ÖTRV-Cup | | | | | | | | |  | |
| WK-Distanzen | Nachwuchs | |  | | | | Sprint | | |  | | | Kurz | |  | Mittel | | | | | | |  | | Lang | | |  | |
| Erste Teildisziplin: | | | | | |  | | | | | | | | | | Kilometer: | | | | | | | | |  | | | | |
| Zweite Teildisziplin: | | | | | |  | | | | | | | | | | Kilometer: | | | | | | | | |  | | | | |
| Dritte Teildisziplin: | | | | | |  | | | | | | | | | | Kilometer: | | | | | | | | |  | | | | |
| Wurden die Wettkampfstrecken vor dem Start kontrolliert: | | | | | | | | | | | | | | | | ja | | | | |  | | nein | | | | | |  |
| Wetterverhältnisse während des Wettkampfes: | | | | | | | | | | | |  | | | | | | | | | Lufttemperatur: | | | | | |  | | |
| Sonstige Bemerkungen: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Wechselzonen** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Anzahl der Wechselzonen: | | | | | | | | | | | 1 WZ | | | | |  | | 2 WZ | | | | | | | | | | |  |
| Untergrund (Boden): | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | |
| Weglängen für AthletInnen: | | | | | | | | | | | gleich | | | | |  | | unterschiedlich | | | | | | | | | | |  |
| Platzverhältnisse in der WZ: | | | | | | | | | | | ausreichend | | | | |  | | nicht ausreichend | | | | | | | | | | |  |
| Ordner in der WZ: | | | | | | | | | | | ausreichend | | | | |  | | nicht ausreichend | | | | | | | | | | |  |
| WZ-Plätze nummeriert: | | | | | | | | | | | ja | | | | |  | | nein | | | | | | | | | | |  |
| Wechselzone Ein- und Ausgang markiert: | | | | | | | | | ja | |  | | | Art der Markierung | | |  | | | | | | | | | nein | | |  |
| Art der WZ-Abgrenzung: | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | |
| Art der Radbefestigung: | | | | | **A-Ständer** | | | | | |  | | | **Bodenständer** | | | | | | | |  | | **Rack** | | | | |  |
| Sonstige Bemerkungen: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| Check-In: | pünktlich: |  | | von | | |  | | | | bis | | | |  | | | |
| Wettkampfbesprechung: | durchgeführt von | | |  | | | | | von | |  | | | bis | | |  | |
| Start(s): | Anzahl Wellen | | |  | | getrennter Start männl./weibl.: | | | | | | ja |  | | | nein | |  |
| Anzahl Teilnehmer pro Welle: |  | | | | | | | | | | | | | | | | | |
| Startzeiten der Wellen: |  | | | | | | | | | | | | | | | | | |
| Breite des Startareals |  | | Art des Startsignales: | | | | |  | | | | | | | | | | |
| Abgrenzung des Startgeländes gegenüber Zuschauer: | | | | |  | | | | | | | | | | | | | |
| Sonstige Bemerkungen: | | | | | | | | | | | | | | | | | | |

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| **Laufen 1** | | | | | | | | | | | | | | | | | | | | | | | | |
| Art des Kurses: | Einfachkurs | | | | |  | | | Mehrfachkurs | | | | |  | Anzahl Runden | | | | |  | | Wendestrecke | |  |
| Streckenmarkierung: | | | | | | | | | | | | Bodenmarkierungen | | | | | |  | | Schilder | | | |  |
| Eigenschaften der Laufstrecke (flach, kupiert…) | | | | | | | | | | | |  | | | | | | | | | | | | |
| Gefahrenstellen: | |  | | | | | | | | | | | | | | | | | | | | | | |
| Kilometerangaben: | | | | | | | | | | | | | | | | ja | | |  | | nein | | |  |
| Rundenkontrolle durch: | | | | Rundenzähler | | | | | |  | | | Registriermatten | | | | | |  | | Technical Official | | |  |
| Streckensicherung durch: | | | | Polizei | | | | | |  | | | FF-Leute | | | | | |  | | Ordner | | |  |
| Führungsfahrzeug: | | | | | | | | | | ja |  | |  | | | | | | | | | | nein |  |
| Schlussfahrzeug: | | | | | | | | | | ja |  | |  | | | | | | | | | | nein |  |
| Verpflegsstationen: | | | | | | | Anzahl | | | |  | | Angebot | | | |  | | | | | | | |
| Penalty Box: | | | ja | |  | | | nein | | |  | | Wo | | | |  | | | | | | | |
| Sonstige Bemerkungen: | | | | | | | | | | | | | | | | | | | | | | | | |

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| **Radfahren** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Art des Kurses: | Einfachkurs | | | | | | | | | | | |  | | | | | | | Mehrfachkurs | | | | | | | | | | | | | | | | | | | |  | | | | | Anzahl Runden | | | | | | | | | | | | | | | | | | |  | | | | Wendestrecke | | | | | | | | |  | | |
| Streckenmarkierung: | | | | | | | | | | | | | | | | | | | | | | | | | Bodenmarkierungen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | Hinweisschilder | | | | | | | | | | | | | | |  | | |
| Eigenschaften der Radstrecke (flach, kupiert…) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gefahrenstellen: | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kilometerangaben: | | | | | | | | | | | | | | | ja | | | | | | |  | | | | | | | | | | | alle | | | | | | | | | |  | | | | | | | | Kilometer | | | | | | | | | | | | | | | | | | nein | | | | | | |  | | | |
| Rundenkontrolle durch: | | | | | | | | Rundenzähler | | | | | | | | | | | | | |  | | | | | | | | | | Registriermatten | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | Technical Official | | | | | | | | | | | | |  | | |
| Streckensicherung durch: | | | | | | | | Polizei | | | | | | | | | | | | | |  | | | | | | | | | | FF-Leute | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | Ordner | | | | | | | | | | | | |  | | |
| Führungsfahrzeug: | | | | | | | | | | | | | | | | | | ja | | | |  | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | nein | |  | | |
| Schlussfahrzeug: | | | | | | | | | | | | | | | | | | ja | | | |  | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | nein | |  | | |
| Verkehrsaufkommen: | | | | | Strecke gesperrt: | | | | | | | | | | | | | | | | |  | | | | | | | | | | gering | | | | | | | | | | | | | | |  | | | | | mittelmäßig | | | | | | | | | | | | | | | | | |  | | stark | | | | |  | | |
| Verpflegsstationen: | | | | | | | | | | Anzahl | | | | | | | | | | | |  | | | | | | | | | | Angebot | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Windschattenfahren | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | erlaubt | | | | | | | | | | |  | | | | | | Nicht erlaubt | | | | | | | | | | | | | | | | | | | | | | | |  | | |
| Penalty Box: | | | | | | ja | | | | | |  | | | | | nein | | | | | | | | | | | |  | | | | | | | Wo | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sonstige Bemerkungen: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Laufen 2** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Art des Kurses: | | Einfachkurs | | | | | | | | | | | |  | | | | | | | Mehrfachkurs | | | | | | | | | | | | | | | | | | | |  | | | | | Anzahl Runden | | | | | | | | | | | | | | | | | | |  | | | | | Wendestrecke | | | | | | |  | | |
| Streckenmarkierung: | | | | | | | | | | | | | | | | | | | | | | | | | | Bodenmarkierungen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | Schilder | | | | | | | | | | | | | |  | | |
| Eigenschaften der Laufstrecke (flach, kupiert…) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gefahrenstellen: | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kilometerangaben: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | ja | | | | | | | | | | |  | | | | | | nein | | | | | | | | | | | |  | | |
| Rundenkontrolle durch: | | | | | | | | | Rundenzähler | | | | | | | | | | | | | |  | | | | | | | | | | | Registriermatten | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | Technical Official | | | | | | | | | | | |  | | |
| Streckensicherung durch: | | | | | | | | | Polizei | | | | | | | | | | | | | |  | | | | | | | | | | | FF-Leute | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | Ordner | | | | | | | | | | | |  | | |
| Führungsfahrzeug: | | | | | | | | | | ja | | | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | nein | |  | | |
| Schlussfahrzeug: | | | | | | | | | | ja | | | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | nein | |  | | |
| Verpflegsstationen: | | | | | | | | | | Anzahl | | | | | | | | | | | | |  | | | | | | | | | | | Angebot | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Penalty Box: | | | | | | ja | | | |  | | | | | | nein | | | | | | |  | | | | | | | | | | | Wo | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sonstige Bemerkungen: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Zielbereich** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zielkanal: | | | | | | | | | | | | | | | | | | | | | | | | | | | | ja | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | nein | | | | | | | | | |  | | |
| Zielaufbau: | | | | | | Zielbogen | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | Zieltransparent | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | Ziellinie | | | | | | | | | |  | | |
| Sonstiger Aufbau: | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zielkamera: | | | | | | | | | | | | | | | | | | | | | | | | | | | | ja | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | nein | | | | | | | | | | | | | | | | | |  |
| Zeitnehmung: | | | | | | Chip-Zeitnehmung | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | Firma | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | manuell | | | | |  | |
| Zieleinlaufprotokoll: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | ja | | | |  | | | | | | nein | | | | | | | | | | | | | | | | | |  | |
| Zieleinlaufkontrolle durch: | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inoffizielle Ergebnisliste wurde nach Rennschluss ausgehängt: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | ja | | | |  | | | | | | Zeit: | | | | | |  | | | | | | | | nein | | | |  | |
| Offizielle Ergebnisliste wurde ausgehängt: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | ja | | | |  | | | | | | Zeit: | | | | | |  | | | | | | | | nein | | | |  | |
| Sanitätsdienst im Zielbereich: | | | | | | | | | | | ja | | | | | | | |  | | | | | nein | | | | | | | | | | |  | | | | | | | Organisation/Personenanzahl | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | |
| Sonstige Bemerkungen: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

**Technical Official Einsatz:** (bei mehr als 15 TO´s bitte ein Beiblatt verwenden)

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| Zl. | **Nachname und Vorname** | **TO-Nr.** | **LV** | **Einsatz von/bis** | **Kontr.**  **Vor-start** | **Start** | **Check -In** | **Swim** | **Bike** | **Run** | **TA** | **Mount/**  **Dism.** | **Ziel** | **Penalty** |
| 01 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 02 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 03 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 05 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 06 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 08 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 09 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

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| Die Anzahl der TO´s war: | | | ausreichend | | | |  | | | nicht ausreichend | | | |  |
| Teilnehmerzahl gesamt: | | |  | Staffelanzahl: | | | | | | | | | |  |
| Wurden Disqualifikationen ausgesprochen? | | | | | | | | | ja | |  | nein | |  |
| Disqualifikationen wurden ausgehängt bzw. verlautbart: | | | | | | | | | ja | |  | nein | |  |
| Ausgesprochene Disqualifikationen: | | | | | | | | | | | | | | |
| Name |  | | | | | | | Startnummer | | | |  | | |
| Name |  | | | | | | | Startnummer | | | |  | | |
| Name |  | | | | | | | Startnummer | | | |  | | |
| Name |  | | | | | | | Startnummer | | | |  | | |
| Name |  | | | | | | | Startnummer | | | |  | | |
| Name |  | | | | | | | Startnummer | | | |  | | |
| Eingebrachte Proteste: | |  | | | | | | | | | | | | |
| Entscheidung über Proteste: | | Anzahl Proteste stattgegeben | | |  | Anzahl Proteste nicht stattgegeben | | | | | | |  | |
| Sonstige Bemerkungen: | | | | | | | | | | | | | | |

|  |  |
| --- | --- |
| Ort: |  |
| Datum: |  |
| Name ChTO: |  |
| Unterschrift: |  |

**Verteiler (binnen 3 Tage nach dem Wettkampf):**

1. Veranstalter (Verein)
2. TK des Landesverbandes
3. TK des ÖTRV bei ITU/ETU-Bewerben und ÖTRV-Wettkämpfen der Kategorie A und B
4. ÖTRV-Geschäftsstelle bei ITU/ETU-Bewerben und ÖTRV-Wettkämpfen der Kategorie A u. B