

History 1966 - 1971

In 1966 Klaus Baess buys Roskilde Yacht shipyard, and due to lack of space at The Jupiter Warf the accommodations moves til Roskilde.

The Jupiter 40 is founded and sampled at the Jupiter Warf and then it is moved to Roskilde for accommodation. In Roskilde the Jupiter are finished side by side the Baess' own boat production.

For six month the Jupiter Warf has worked with give The Jupiter a new design and in 1966 the new model is in production. Jupiter 30 now has three windows in front and the side windows are more symmetrical.

The Jupiter has already proven to be very sea worthy and in 1967 they are delivered with Lloyd certificate.

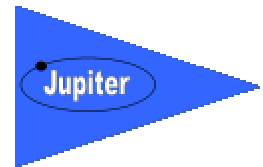
In 1967 the pilots of Kalundborg order yet another Jupiter. This time it is a Jupiter 40 to replace the Jupiter 30 they already got. The Jupiter 40 gets a Volvo Penta TMD 100 A diesel engine with 240 HP.



The Jupiter Warf 1968 (Photo: The Jupiter Warf)

The export business is very good and especially the Jupiter 40 is a success in England and USA. In 1968 an Englishman buys a Jupiter 40 as a Christmas gift for his wife. The boat is named Lady Marie and is equipped with 2 x 115 HK Perkins engines.

In 1969 The Danish Toll department buys a Jupiter 30. It is fast and is used for catching smugglers in and around the harbours.



The German marked are asking for a boat between The Jupiter 30 and the Jupiter 40.
The result is a Jupiter 33.

The cooperation between Baess and Toft Olsen ends in 1971. In Jutland the boats are sold through Alfred Bent Pedersen called AB.