

New England Offshore  
9/78

# Yes, we have no bananas

Not all banana boats are engaged  
in the Central America tropical fruit trade



By Gail Eastwood-Stokes

PROVIDENCE, R.I. — You expect something a little different from a firm with a name like Banana Boat Company, and you get it.

As New England's only builder of offshore power racing boats, the company offers a different kind of product, deals with a different kind of sport, and is the brainchild of a man who is definitely different.

Banana Boat is the fulfillment of a dream for its owner, Charlie McCarthy. Twelve years ago, McCarthy saw a magazine article about offshore racer Don Aronow, and decided right then at age 21 to focus his life on offshore power racing.

"I decided there was only one way to race powerboats in the ocean—first class, and that meant lots of money. Since I didn't have that, I made up my mind that I would get it."

Setting out with little more than some "luck of the Irish" and a lot of bravado and business instinct, McCarthy has managed to "make a bundle" in trucking. And if starting a trucking company seems like a roundabout way to get into offshore powerboats, consider this—it worked.

Two years ago McCarthy visited Don Aronow in Florida and bought a 24-foot racing mold for the first of his own "Banana Boats."

Today, Banana Boat Co. makes 24-foot production class offshore racers, has completed a new 33-footer for two Rhode Island racers, and is now finishing work on a new 38-foot Banana prototype designed by Frenchman Jean Claude Simon.

Production of racing powerboats constitutes less than 10% of Banana Boat Co.'s production, however. The majority of the company's business comes from their "family production" high-performance pleasure boats, built on the same hulls as the racing models but with different deck configurations.

(Continued on page 8)