



MY ALIBI - MATTHEWS



Builder: [MATTHEWS](#)

Beam: 16' 0" (4.88 m)

Year Built: 1973

Min Draft: 16' 2" (4.92 m)

Model: Voyager

Max Draft: 16' 8" (5.08 m)

Price: \$225,000 USD Subject to change.

[See full listing on our website](#)

Location: Fort Lauderdale, United States

LOA: 56' 0" (17.09 m)

If you would like to buy a yacht **MY ALIBI - MATTHEWS** or would like help answering any questions concerning purchasing, selling, or chartering a yacht, please call **+1(954)274-4435** or click here on <https://shestakovyachtsales.com>

TABLE OF CONTENTS

| | |
|------------------------------------|-----------|
| OVERVIEW | 3 |
| SPECIFICATIONS | 4 |
| Basic Information | 4 |
| Dimensions | 4 |
| Speed, Capacities and Weight | 4 |
| Hull and Deck Information | 5 |
| Engine Information | 5 |
| GALLERY | 6 |
| DETAILED DESCRIPTION | 17 |
| CONTACTS | 27 |

OVERVIEW

As of 1/28/2026 the price has been reduced and she is now offered at \$225,000. Launched as STROLLER and later known as LADY HAWK and JOY SEA, she was given the name MY ALIBI by her present owner in January 2017. Carefully tended and continually refreshed, this classic motor yacht pairs enduring, elegant lines with modernized systems — reliable 4 cycle MACK diesels, a later model generator, upgraded A/C, a renewed galley and updated electronics all contribute to her turn key condition. The spacious master stateroom and the contemporary galley make her as comfortable as she is seaworthy, an inviting liveaboard cruiser and refined coastal luxury yacht. All specifications and photos are current and accurate. The owner favors a relaxed cruising tempo of 10-12 knots.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
1973

Model Year:
1973

Country:
United States

Dimensions

LOA:
56' 0" (17.09 m)

Beam:
16' 0" (4.88 m)

Min Draft:
16' 2" (4.92 m)

Max Draft:
16' 8" (5.08 m)

Speed, Capacities and Weight

Water Capacity:
300 Gallons

Fuel Capacity:
600 Gallons

Hull and Deck Information

Hull Material:
Fiberglass and Plastic Yachts

Hull Designer:
N/A

Deck Material:
Fiberglass

Interior Designer:
N/A

Hull Configuration:
Semi-Displacement

Engine Information

Engines:
2

Engine Type:
Inboard

Manufacturer:
Mack

Fuel Type:
Diesel

GALLERY























DETAILED DESCRIPTION

Walkthrough

Boarding MY ALIBI is effortless via port or starboard railbreaks, leading straight into the Pilothouse through hinged wing doors to either side. Inside, the five panel windshield frames a centered helm, the sole gleams in classic teak and holly, and the highly varnished bulkheads set a warm, nautical tone; even the clever helm bench conceals divided storage cubbies for tidy stowage. Aft through a hinged door unfolds an inviting eat in galley, with a U shaped booth dinette to starboard and a fully updated working galley to port. Continue aft through a pocket door and you enter the full beam Salon, arranged with an antique desk, a three cushion sofa, two occasional chairs, and a built in wall unit forward, while stairs aft to port descend to the Master cabin. Furthest aft, the Aft Deck welcomes with a three cushion sofa, a teak hi lo table, two teak chairs and a storage cabinet; the space benefits from a new three sided enclosure, port and starboard boarding doors, and a sliding door to the Salon. The Master cabin is expansive, with a queen size centerline berth aft, built in chests of drawers and nightstands to port and starboard, and a bank of six louvered teak doors to starboard and forward; forward to port is the head with a large shower, a raised vanity and a VacuFlush toilet. From the Pilothouse stairs, additional cabins and the engine room are reached: to port lies a twin lower berth cabin, to starboard a head with a stall shower, and forward an upper and lower bunk cabin ideal for crew or guests.

Pilothouse

Entered through hinged doors to port and starboard, the Pilothouse is impeccably arranged to maximize space and visibility. At the centered helm you'll find a varnished ship's wheel; a Garmin 5212 GPS Map touchscreen

multifunction plotter with AIS and satellite weather; a Furuno TZT 14 multi function display; an Autohelm ST 7000 autopilot; an Interphase forward looking sonar; full VDO engine instrumentation including four VDO fuel gauges and a VDO holding tank gauge; a Raritan rudder angle indicator; Morse engine controls with a Glendinning synchronizer; a SidePower bow thruster with joystick control; Imtra remote windlass control; key start switches and push button stop switches; three windshield wipers with washer; a Rule high water alarm; ACR joystick searchlight control; Naiad stabilizer control; a 12 inch camera monitor serving four CCTV cameras; an 8 inch Ritchie magnetic compass in a binnacle; two Icom M424 VHF radios with DSC; digital A/C controls and trim tab controls; a Heuer stopwatch/clock/timer; Fireboy engine override shutdown and manual fire system pull handle; a chart light above the chart flat; a Seth Thomas clock; two red/white LED overhead lights plus two additional LED overhead lights; and the Pilothouse electrical panel. Underfoot, a varnished teak and holly sole with a carpet runner complements the aft helm bench whose handy storage cubbies keep essentials secure, while a vinyl overhead and varnished surfaces complete the thoroughly nautical aesthetic. Aft, a hinged varnished door leads directly to the Galley.

Galley

A signature delight aboard MY ALIBI is her classically refreshed Galley, tastefully updated in 2014 to honor tradition while embracing modern convenience. The highly varnished teak and holly sole flows aft from the Pilothouse, where to port a U shaped dinette with a varnished table sits beneath house side windows dressed with wood blinds. Opposite, the working galley showcases full size stainless steel appliances and handsome blue and gold rope trimmed cabinetry crowned by varnished butcher block countertops. Highlights include an LG stainless steel refrigerator with water and ice through the door and a lower freezer drawer; an LG five burner

glass top cooktop with a full size oven; an LG stainless steel microwave with work light and fan; a Kraus farmhouse style stainless steel sink paired with a stainless steel faucet featuring a removable spray handle; a stainless steel checkerboard backsplash; and a full size LG stainless steel dishwasher. Storage is abundant with six blue and gold trimmed drawers, six matching cabinet doors plus four additional cabinet doors, all beneath a vinyl overhead illuminated by three LED fixtures, with digital A/C controls at hand.

Salon

Aft of the Galley, separated by a pocket door, the full beam Salon invites relaxation with soft carpeting and generous side and aft windows that flood the space with natural light, their wood blinds adding warmth and privacy. To starboard upon entry stands an antique four drawer desk with a folding desktop and chair, followed by an upholstered three cushion sofa accented with pillows and a petite coffee table, and furthest aft, an antique four drawer chest topped with a table lamp. To port, beginning forward, a built in open shelf and cabinet ensemble is tailored to the yacht's lines, with cool air delivered via discreet vents flanking the 24 inch Samsung TV; below sit open shelves, four drawers and four louvered cabinet doors. Aft are two upholstered chairs, the forward chair paired with a matching ottoman, and outboard of the aft chair a stairway descends below; at the stern, a sliding door with screen opens to the Aft Deck. Completing the space are two LED lights recessed in the vinyl overhead, digital A/C controls, and an oriental style plush throw rug centered for comfort.

Aft deck

Reached from the aft Salon via a sliding door or through hinged boarding gates to port and starboard, the Aft Deck is fully sheltered by an extended hardtop

and a new three sided vinyl enclosure. Here, a painted non skid fiberglass deck supports a three cushion upholstered sofa paired with a teak hi lo two leaf table and two folding teak chairs with cushions. Three U zips in the aft enclosure panels allow flexible airflow, while four LED lights set into the vinyl overhead bathe the space in evening glow. Entertaining is easy with a wet bar featuring a stainless steel sink beneath a fiddled hinged top and two storage cabinets below, supported by two 110 volt GFCI outlets, deck drains, and six stainless steel support poles. A varnished boathook, a five step Marquipt Tide Ride ladder, a three step vertical Marquipt ladder, and a varnished flagpole with ensign speak to seamanlike detail, as do the teak swim platform and five step ladder down to the water.

Master stateroom

Down nine carpeted steps from the port aft Salon lies a remarkably private Master suite. A queen size centerline berth aft offers forward access to under berth storage, flanked by built in nightstands to port and starboard, each with two drawers and two open shelves above. Between them, an inset upholstered headboard, twin swing arm reading lights, and an art niche create a refined focal point. Flowing outward from the nightstands are three drawers on each side topped by a mica shelf, with two opening portholes and drapes per side; the port side also hosts a 24 inch Samsung TV. Forward to port, four half height, cedar lined, auto lit hanging lockers provide generous wardrobe space, while the forward bulkhead adds two more teak louvered lockers along with the cabin's A/C system and a heater. Access to the private head lies to port beside a full size dressing mirror, and above, a vinyl overhead features a newly added teak escape hatch and five LED lights, all over a carpeted sole.

Master head

Forward to port, the Master Head presents a raised Corian vanity and sink flanked by two beveled edge mirrored medicine cabinets beneath a five light fixture. The toilet is a VacuFlush unit, and the large shower, fitted with a curtain, offers both wall mounted and handheld options. An opening porthole with drapes, a large storage cabinet, three overhead lights, and an A/C vent complete this bright, functional space.

Forward companionway

From the starboard side of the Pilothouse, six varnished steps descend to the forward accommodation and the engine room. The sole is varnished teak and holly and the bulkheads are finished in tasteful blue tweed wallpaper. To port lies the twin bed cabin, to starboard the head with shower, and fully forward an upper and lower guest or crew cabin with a sink; aft are the engine room and laundry facilities.

Port guest cabin

Entered from the forward end, the port guest cabin features twin berths set off the aft bulkhead with a four drawer nightstand between. Each berth enjoys a reading light above and storage below, and at the foot of the outboard berth a louvered door locker sits beneath house side windows with blinds. Forward, a half height hanging locker, two drawers, and a mirror above provide further utility, while two overhead LED lights, digital A/C controls, and a varnished teak and holly sole refine the finish.

Forward guest head

To starboard, the forward guest head is fitted with a mica vanity offering storage below and an undermount china sink above, lit by house side windows with mini blinds. The VacuFlush toilet stands on a teak and holly sole. The stall shower features a bi fold door, a house side window with blinds, and a shower fixture that can be handheld or wall mounted. Overhead, two LED lights and a wall mounted fixture ensure bright, even illumination.

Forward cabin

All the way forward, down three steps, the forward guest/crew cabin offers two over/under berths outboard to port, each with a reading light, storage beneath the lower berth, and an opening porthole above the upper. Forward are twin access doors to the rope/chain locker with additional storage, while to starboard a china undermount sink set in a mica countertop provides convenience, with storage below and an opening porthole above; aft sits a small hanging locker. The varnished teak and holly sole, a deck hatch overhead, and two LED fixtures complete this practical, seamanlike space.

Foredock

The foredeck is finished in painted non skid fiberglass in Moon Dust Awlgrip, with painted raised cap rails and a stainless steel Samson post forward cleat. A four to five person bow seat with removable cushions, a protective cover, and storage below invites sunset lounging. Ground tackle is seamanlike, with an Ideal above deck windlass featuring a chain gypsy and rope capstan, up/down foot switches, a 33 kg stainless steel Bruce anchor on a stainless steel chute, and 300 feet of stainless steel chain, plus a second rope pipe for a spare anchor. Varnished handrails with a safety cable below,

freshwater washdown, four bow line chocks, a raised deck hatch to the forward cabin with cover, and both a white vinyl windshield cover and a black textilene windshield cover round out this capable, handsome foredeck.

Side decks

Along the side decks, port and starboard 50 amp shore power inlets pair with three pairs of spring line cleats, a dockside water inlet, hull side engine room vents, fuel fills, and a waste pump out fitting. For practicality, the stern cleat has been moved to the exterior of the aft deck for ease of use. Safety handrails line the catwalk both below and above the windows, Marquipt Tide Ride attachment fittings flank the Pilothouse doors, and the "newer" US Marine house side windows enhance clarity and durability.

Coach roof

The coach roof is finished in painted non skid FRP and accessed via a four step folding ladder. Electronics and signaling are comprehensive: a Furuno 4 foot open array radar on a pedestal, a forward looking camera, dual chrome trumpet air horns, an ACR LED searchlight, a hailer horn, and a Shakespeare over the air TV antenna. Lit varnished name boards, International Navigation lights, and a faux FRP funnel complement a folding varnished signal mast, while a Garmin GPS sensor, forward and aft quartz spreader lights, a Nautical Structures LMC 1000 davit, custom tender chocks with three stainless steel tender tie downs, an aft facing CCTV camera, and two 16 foot VHF antennas underscore readiness for passage.

Engine room

The meticulously arranged engine room houses twin MACK 650 hp

1998 model engines breathing through an Airsep crankcase ventilation system and turning through ZF IRM 350A transmissions with a 2.077:1 ratio. Fuel is polished and protected by two Separ 2000 fuel filters and one Separ 2000 fuel transfer filter feeding a thoughtful fuel manifold system, while a Reverso engine/transmission/generator oil change system simplifies service. Engine protection and control are robust, with a 60 lb Fireboy fire suppression system, Fireboy safety interfaces, engine room manual engine gauges and start/stop switches, a Glendinning engine synchronizer, a Naiad 252 stabilizer system with actuators in the aft engine room, a Wema holding tank gauge, two engine room cameras, and a 110 volt blower system plus engine room fans. Illumination is excellent via six AC LED engine room lights and four DC incandescent fixtures, with freshwater on tap from engine room spigots supported by AC and DC freshwater pumps and a Rheem 20 gallon water heater. Practicalities include a Kobalt air compressor, a five drawer Gladiator toolbox, a workbench with vice, small parts storage drawers, two engine coolant recovery tanks, and two opening portholes; a spare stub shaft is mounted in the space, and just outside sits a large storage locker. Running gear counts five blade main propellers and four blade spare propellers with Hynautic hydraulic steering, and waste management is handled by an aft holding tank of approximately 60 gallons and a forward holding tank of approximately 80 gallons. Climate control is powered by four air conditioning compressors: 16,000 BTU for the Salon, 10,000 BTU for the Galley, 10,000 BTU for the Master, and 12,000 BTU for the forward cabins.

Electrical

Power aboard is versatile and redundant, with a 12 volt DC system and a 110/220 volt AC system supported by a KiloPak 15 kW generator in a sound shield and a Pronautic 12V 30 amp battery charger. In the engine room, two battery shut off switches and a battery parallel system manage starting and

house loads, complemented by four 12V 8D batteries — New 8 25 — and two dedicated 8D batteries for the bow thruster with their own charger and shutoff. The Pilothouse electrical panel centralizes control with three battery shut off switches, three analog voltmeters, twenty DC 12V breakers, a digital battery charger volt meter, a four position rotary selector (generator/off/shore 1/shore 2), and a port/starboard/forward/aft selector switch for the main panel. An engine room breaker panel distributes ship's power via eighteen 110 volt breaker protected circuits and two 220 volt breaker protected circuits.

History of Matthews Yachts

Founded in 1890 in Ohio, the Matthews Boat Company built over 1,000 boats and yachts, including many minesweepers for the U.S. Navy. Operating until 1975, as the industry transitioned from wood to fiberglass, Matthews partnered with Halmatic Ltd. of Great Britain to supply hulls; Halmatic, renowned for patrol boats and commercial craft, produced famously overbuilt hulls reportedly able to withstand machine gun fire. The 56 Voyager model carries a Halmatic solid fiberglass semi displacement hull, while the decks and deckhouse were built at Matthews in wood, with decks and selected components sheathed in fiberglass cloth.

Comments

Originally built as "STROLLER," later renamed "LADY HAWK," then "JOY SEA," she became "MY ALIBI" upon her current owner's acquisition in January 2017. Maintained with evident care and thoughtfully updated, MY ALIBI stands today as a modernized classic, marrying updated four cycle MACK power with a newer generator, refreshed A/C, a reimagined galley, and current electronics. With her expansive master cabin and thoroughly updated galley, she is an

ideal liveaboard, and while capable, she has been enjoyed at a leisurely cruise of 10-12 knots. All specifications and photos presented are current and accurate.

Disclaimer

The details of this vessel are offered in good faith, but no guarantee or warranty is made as to the accuracy of the information or the condition of the vessel. Buyers are encouraged to instruct their agents or surveyors to investigate any details they wish to have validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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