





**bill**

Member  posted 11-13-01 06:17 AM   

We did something similar to what Bob Lowe wrote about in a past Passagemaker. 1/8" plywood with vinyl glued to it, then teak battens to cover seams. Looks great!

The materials were about \$100-150 for the teak boards from which we cut the battens, about \$75 for the plywood, and about \$100 for the vinyl.





We pulled down the old material, grabrail, and trim. We cut plywood roughly 2' wide to fit the beams we found above the old headliner. We varnished the plywood to reduce effects of any water that might get in, then used a contact cement (designed to glue vinyl landau car tops on) to apply the vinyl to the plywood. We trimmed the plywood to fit the space, and tacked it up. Then we put 3/8" x 1 1/8" battens where every beam was, to hide the seams and secure the plywood to the ceiling.

Hope this helps --

Bill Sholar  
DORY, GB36-252

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


**John Gadow**

Member  posted 11-13-01 12:26 PM   

Interesting project. I've always assumed that the reason for the perforated headliner was to allow air circulation between the headliner and the rigid overhead. How do you allow for this, or is it not an issue?

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John Gadow  
"At Ease"  
GB-42CL #974

**Mike Negley**

Member  posted 11-13-01 03:55 PM   

While on the ceiling issue, 3M has an excellent new product called "Thinsulate" which is an accoustical insulation designed for the marine market and works very well in the ceiling. It is lightweight, easily cut and does not absorb moisture. It can be glued in place or held with mechanical fasteners, is 1.7" thick and comes in rolls 5' wide. Retail cost is about \$4 per sq ft. It can also be used in the engine compartment and is fire retardent. You might also consider using Velcro to hold up light weight ceiling panels (should still use mechanical fasteners on the batten strips) for easy access or to clean the panels. A soft plush-type fabric like Ultrasuade has better accoustical properties than vinyl for panel covering.

**Bob Lowe**

Member  posted 11-13-01 04:52 PM   

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John,

You are correct in thinking that ventilation is needed. We drill holes into that cavity between beams in back of the valance on both sides which gives ventilation in the overhead.

When insulating, we use a combination of rigid foam glued in place along with fiberglass insulation stuffed in to fill any remaining areas including over the foam if needed. This virtually eliminates the air spaces above the headliner.

We generally tack the panels in place with stainless steel staples and screw and plug the teak battens in place.

We find that the hard vinyl headliner with insulation above helps greatly with both temperature retention and sound deadening and has properties which make cleaning quite easy.

Good luck,

Bob Lowe

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**Bob Lowe**

Member  posted 02-18-05 03:31 PM   

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Quite a few years ago, I designed a replacement headliner, primarily for GBs and installed same in quite a few GBs as well as some other trawlers. It consisted of removing the old headliner, cleaning and painting the overhead to eliminate the accumulated odors, cutting and fitting 1/4" plywood panels to fit center to center of the overhead beams, covering panels with a heavy duty textured vinyl of owners choice in color, attaching panels to overhead beams and covering the joints with 1/2" X 1 7/8" teak battens plugged and varnished.

The previous air spaces above the old headliner between the beams is either left alone and ventilation provided in back of the valances or filled with insulation to insulate for sound and temperature, which eliminates the air changes required for condensation.

You can see some pictures of one installation at <http://www.mv-dreamer.com/PMarticle.pdf> .

I evaluated painting the overhead and adding teak battens, but the effort required to get a good surface wasn't worth it, IMHO. Lots of undercoating, glazing, sanding etc and no improvement in sound or temperature insulation.

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Good luck,

Bob Lowe



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### John Lindh

Member  posted 10-30-05 03:32 PM   

Patrick,

We were in the same situation with 42-133. The old headliner was removed and 1/8" plywood cut to fit between every other ceiling frame. The plywood was Smith'ed and we contact cemented thin foam to the plywood, then put naugahide over the top. The panels are held in place by varnished teak strips screwed into place. This arrangement allows the removal of individual panels if necessary.

While we were at it, the 12v wiring in the ceiling was replaced and the lights changed to small halogen fixtures with xelogen bulbs installed. The xelogen bulbs will keep the heat down. The galley cabinet was removed in order to get the ceiling in place, so while the cabinet was out, we wired a 110v outlet to the bottom of the cabinet for the microwave oven. The rheostat for the overhead halogens was also placed in the bottom of the cabinet. That way, the lights can be turned on before stepping into the salon and turned off just as you leave.

Lastly, we put foam insulation in the ceiling, leaving an air gap at the top. Total cost about \$1300 plus labor. I'll email some pictures. This job does not require a lot of carpentry skills or exotic equipment and looks considerably better than new IMHO.

John

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**Bob Lowe**

Member  posted 10-30-05 04:37 PM   

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The original headliner was light-weight and the material Mike suggested is by far superior and heavier.

Two ways to use it. As original, have panels cut and sewn to correct widths with a hang tag added to staple to the overhead beams, stretch and hang. It is basically an upholstery job and does require some skill. Another way is to cut panels and staple individual panels in place and then cover with a teak batten. I am not fond of this aproach.

Another solution is similar to John's. I have installed many overheads using 1/4" plywood cut to fit the beam spaces and width of cabin, sealed and undercoated then covered with a heavy duty vinyl wall covering. After these have been secured overhead, cover with varinshed teak battens. The space above either needs to be filled with insulation or ventilated at the sides in back of the valances or you can have problems associated with condensation. You can see an example of this headliner at [www.mv-dreamer.com](http://www.mv-dreamer.com) and click on the link to "Renovating an Older Trawler" at the lower right side.

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Good luck,

Bob Lowe