

T34C Headliner Upgrade

Headliner replacement and installation of a heatshield barrier on Aries, T34C #524. Photos and text by Deane Holt.

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Headliner replacement and heat shield installation



Insulation being installed



Insulation with vinyl strip



Cabin looking aft

Description - Q&A:

What type of 3x foil foam did you use? Where did you get it. I was wondering about doing the headliner with that foil Relectix you can buy in a roll at Home Depot...but its only air pockets, no foam.

Jim Smith
Radiant, Tartan 33 #44

****and****Neal Musto asked:

- Where did you get the triple ply foam insulation?
- What is Dolphinite? A polysulfide brand of caulk?

A couple of notes for a T34C :

I got a recommendation for a Florida shop, Everfair Enterprises, which does nothing but thermal insulation. I was interested in upgrading my Ice Box... and they have a very neat kit for that. But, in checking out their very complete and informative website, I saw their info for HeatShield marine internal cabin liners and wrapped that as an upgrade into my headliner replacement and leak elimination project.

The site www.heatshieldmarine.com/ is very specific and their installation covers the general situation.

The heatshield 4 x 8 sheet of triple ply will leave a narrow uncovered strip area of about 9" on port and stbd side (T34 C's overall area is 8' 9" by 5' 6"). If you use their single ply roll of liner vinyl cover material 54" x 9 ft... and cut an approx. 12" strip to provide an insulating continuity edging all along the 4 x 8 sheet of triple ply, you end up attaching the foot wide strip to either side Port, Stbd of the sheet.. thus keeping the heated reflected air in the overhead. The effectiveness of the triple ply creates a hot layer between the fiberglass shell and the upper insulation layer. The heated layer of air is increased by the addition of the fringe of single ply vinyl.. what to do?

I looked for ways to elevate the above heated air layer problem while enhancing the basic insulating system with what HeatShield calls a Passive Venting system. I ended

up with a nicely flowing low velocity air vent system which exits through the old engine standpipe/vent in the doghouse roof... will explain and diagram if any are interested!

Dolphinite is a pliant, watersealing stuff which an old Bay salt recommended to me.. Got it from Fawcetts, Annapolis - believe West carries it also... very easy to work with.

Addendum - Companionway Leaks:

To get your companionway hatch out.. unscrew the two wood screws just fwd of the hatch inside the salon of the cabin in the overhead. This will free up the 1x2" stopper wood strip in the hatch compartment itself and you should be able to lift pull the hatch free. Take your time cleaning the seam on either side of the hatch cover inside. Our culprit leaker was a hairline fwd about 3" from the aft edge of the hatch housing where it meets the doghouse (cabin) roof. We used LifeCaulk to seal both the port and stbd seams.. although 3M 5200 would have done as well.

Deane Holt





