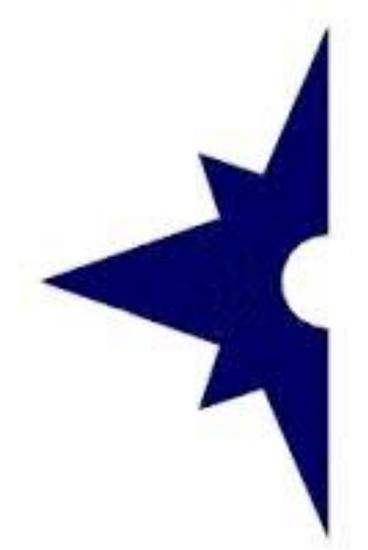# Replacing Foam Backed Vinyl Headlining

by
Roger Clark
Fulmar Concerto FR38
for
Westerly Owners Association
East Coast Group
Zoom Clinic 24 February 2021

The dreaded Westerly droop.

The foam in foam backed vinyl headlining breaks down and sags.

Is this a job for a professional?
No.

Are you sure, it is really messy job to do.
Wrong again.

It is possible to DIY with good results.

Concerto's forward cabin when bought in Dec 2013. The headlining was in a poor state and had previously been reglued. Foam backed vinyl has a typical life of 25 to 30 years.

Bespoke kits are still made by the original supplier to Westerly, Hawke House. These are the models they have patterns for stitched parts, plus they supply in roll form and adhesives, etc.

📞 02392 588588   ✉ hawke.house@btopenworld.com

Hawke House Ltd
Bespoke Marine Interiors

Home   Boat Linings ⌄   Cover Fabrics ⌄   Adhesives ⌄   Upholstery ⌄   Accessories ⌄   Plywood ⌄   Westerly Kits ⌄   Contact

Centaur 'A', 'B', 'C' & Chieftan Kits	Griffon Kits	Model '33' Kits	Seahawk Kits
Conway Kits	Jouster Kits	Ocean Lord Kits	Sealord Kits
Corsair Kits	Kestrel Kits	Ocean Master Kits	Storm Kits
Discus Kits	Konsort Kits	Ocean Quest Kits	Tempest Kits
Falcon Kits	Konsort Duo Kits	Pageant Kits	Tiger Kits
Fulmar Kits	Longbow / Berwick Kits	Pentland / Renown Kits	Typhoon Kits
GK24 Kits	Merlin Kits	Regatta 330 Kits	Warwick & 21ft Kits

Information
International Customers
Terms & Conditions
Returns & Refunds
Privacy Policy

Follow Us on Social Media

Contact
Hawke House Ltd
E1 Heritage Business Park
Heritage Way
Gosport
PO12 4BG

Tel: 02392 588 588
Email: hawke.house@btopenworld.com

worldpay
VISA MasterCard maestro JCB

Find us on
Yell.com

Removal of the existing headlining does involve removing some wood trim and window trim. You can just remove the inner window trim to save taking them completely out. The old foam will be quite dusty but is easy to sweep or vacuum up.

This is what you are left with, it looks a mess. You do not need to remove all the old adhesive, just make sure there is no old foam left. The upper port hull side still has old foam. Scrap it off and leave no lumps of old adhesive.

Hawke House kits contain all the vinyl in either pre-stitched panels or roll form. For sections that are cut from the roll, use the old vinyl pieces as a template. Work face down with the old vinyl on top of the new sheet vinyl. Mark it with a broad felt tip pen ready to cut out and remember to mark the foam with where it goes.

Cover any headlining panels first. It will help you get used to working with the materials. Cover the panel with SAF111 contact adhesive and TGP Trade Tack spray adhesive to the foam. This allows you a limited time to adjust the position without damaging the foam. Turn the panel over and fold the vinyl and glue back. It is wise to remove the foam. Take a snap off knife and carefully cut the foam without touching the vinyl, the foam will peel off the vinyl.

The center line of the coachroof was already marked, along with the new vinyl to assist in alignment. To start you work a strip about 6" either side of the line and progressively work outwards.

The coachroof and sides have been bonded here.

Progressively working to fix the headlining under the side decks.

Do make sure the cabin is well ventilated or you will get a little high on the petroleum based fumes.

Now fix a strip down the hull about 4" wide. It is best to remove the foam from this strip.

You can see the spray adhesive can and the small paint roller used to gently push the foam vinyl to bond.

The anchor locker bulkhead has been covered and the port shelf. Wrapping the shelf is made easier as the front edge is straight. Again, remove the foam from the vinyl lip fixed to the hull.

This is the finished cabin before the wood trim, windows and curtains are refitted. It looks so much brighter now.

Most of the small ripples will relax out over a couple of weeks.

The port shelf has been relacquered before being refitted. Notice how neat the cut at the top of the hull lining is. A snap off knife and a steel ruler were used to just cut the vinyl, not the foam. Once cut through, it was glued in place.

The bulkhead in the forward cabin has been recovered. The galley headlining was completed by the previous owner.

For headlining panels and the trim round the forward hatch, these are best if screwed in place. These buttons and studs are used to hide the screws.

Any excess vinyl from the job can be used to line your lockers.

One other thing I did was to allow access to any exposed nuts from the stanchions, side cleats and anchor winch. I used a large hollow punch for leather to cut holes in the headlining.
Keeping a watch for water leaks is important as it can start the breakdown of the foam in the headlining.

This article is worth reading for additional information and tips from a professional.
https://www.pbo.co.uk/expert-advice/replacing-headlinings-how-to-cure-the-droop-26839