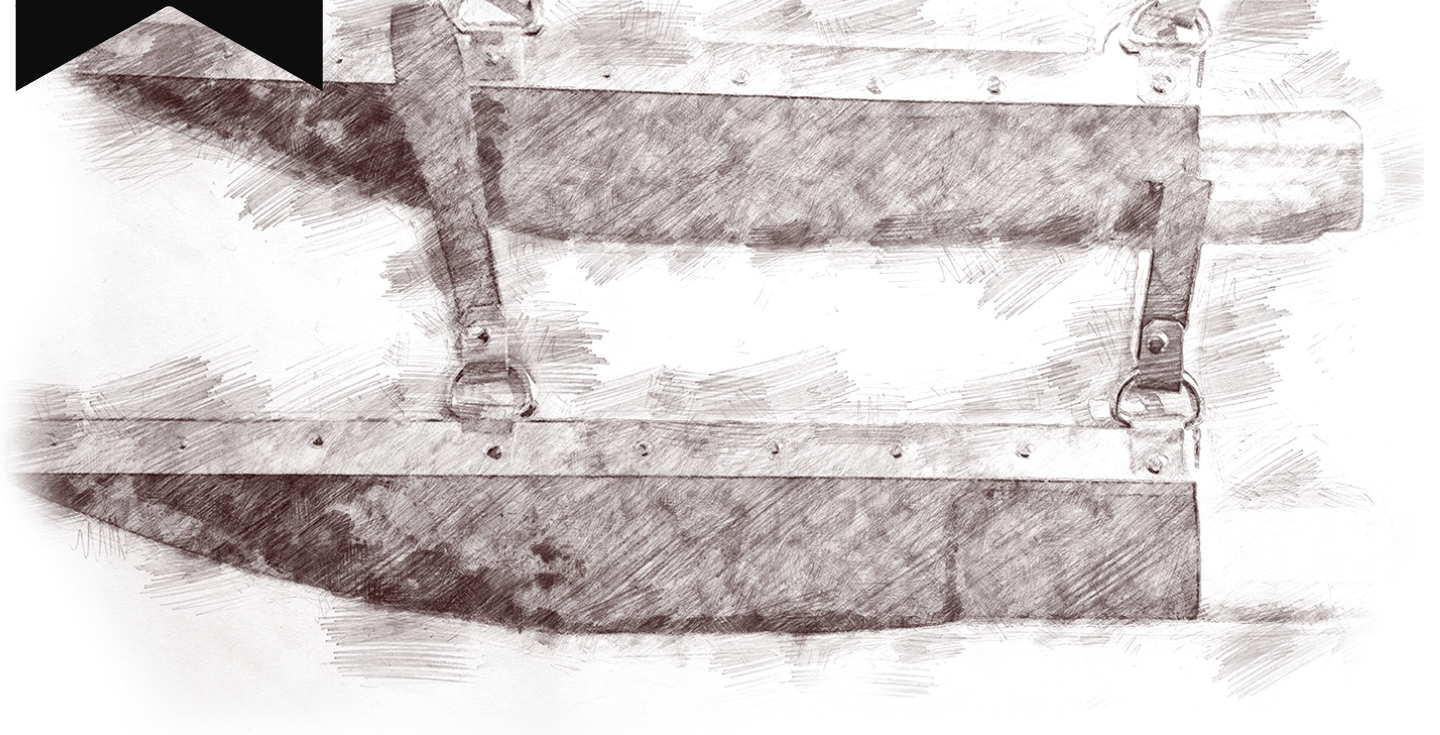




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The Wirral Ship Fellowship – Wirral Vikings

making a seax sheath

Construction of a Seax sheath

Combat Seax by White Horse Forge

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New weapons are always fun to get and unless your super rich you usually end up with a weapon and suddenly realise you need a sheath for said weapon.

Well it happened to us when we got two new Tony Tanner seax's from White Horse Forge. The plan of using our old seax sheaths went out the window when we realised they would be completely different sizes.

So out came the leather and a sketchpad to work out how on earth we were going to make one. (Not having made a seax sheath before)

This is how we did it.

what you will need

- Veg tan leather
- Brass strip – 2cm width
- Rivets (We used double ended but the next will be flat ended)
- Rivet press tool.
- Leather belt 1.5 cm width
- Brass wire – 4to 5mm thickness or D rings
- Fiebing's Professional Oil Dye. Brown Size: 125 grammes.
- Fiebings Resolene. Size: 125 grammes
- Clamps
- Cling Film
- Paper tape

1. planning the size and shape of the leather

To work out the size of the leather we would need to use we made a paper template that when folded would simulate the sheath we would cut from leather.

Make sure you leave enough at the top for the later metal elements.

We also added a bit extra space to allow for the grips we would use to hold the sheath together.



2. leather folding

The leather is cut to the rough size required., The seax is wrapped in cling film and then the leather is dampened in cold water and shaped round the seax.

Take care to massage the leather round the seax handle and the shape of the blade. The use the grippers to pull the leather tight whilst it dries.

Once dry I was not happy with the end of the seax so rewet it and bent it more (under the bread bin for weight).

This is a lower quality seax so no patterning on the leather or metalwork will be used.



3. dye the leather

Once dry the leather was dampened gently and then we used Fiebing's Professional Oil Dye on the leather.

We gave two wet coats (one after each other) and hung on sting from the clamps to dry.

Once completely dry we use Fiebings Resolene (An acrylic based leather protector) to give the leather a more waterproof protective coat. Make sure you cover the edges of the leather with a few coats.



4. playing with the brass

The brass clamps are made via bending them round the Brass wire.

The wire was hard to bend but was made eventually by bending around a solid bar and heating, tapping and hammering the tighter edges.

(These items can be bought as well)

The brass sheet is pinched with pliers. (Protect the brass first with paper tape)



5. measure the brass

The brass is measured and cut to size. This is a slow process using an old hacksaw. (Later finding out when making the straps and clamps that some nice new tin snips work really easily.

Get a very fine file to smooth the sharp edges that make occur from cutting. Do not file the front of the brass as you will remove the shine. We used the paper tape to cover the brass during these states.

The brass is quite thin but still tough to cut. The finds we have show this metalwork is very thin.

At the moment the brass is not shaved (rounded) on the far end. The brass is taped and place in position with the claims. The excess leather is removed.

Once removed the cut area is dyed and Resolened again.



6. rivets are not fun...

Next the tiny brass rivets were added. The holes were drilled and rivetted. These were done by eye so are quite rough.

When doing again each will be measured and tapped first to make a drill hole ready to rivet.

We are using two sided rivets for this seax. I found it was better to use the lobster rivets from the back and add the cap rivet to the top. (The bit you will hit with the riveting tool.

I also have flat head copper rivets which I will try on the next seax. They use a slightly different tool to round the rivet out.



7. belt straps

The belt straps are added last. Made of thinner width brass sheet, with the leather pinched inside the brass, drilled and riveted. (Make the rivets slightly fatter for strength). Give the metalwork a gentle polish and you are done.

