



Image: © Liverpool Blue Coat School
Foundation

What should we write next to this painting?

Enquiry overview

1	What does the evidence in our school suggest about Bryan Blundell?
2	What was Liverpool like when Blundell was young?
3	How did the increase in trade change Liverpool?
4	What can we learn about the Blundells and our school?
5	Has there been a hidden history?
6	What interpretation should we offer now?

Printed resources for Lesson 2: What was
Liverpool like when Blundell was young?

Investigation pack 1: maps and textual
evidence

William Ashton's drawing of Liverpool in 1650 from his 1920 book *Evolution of a Coastline*

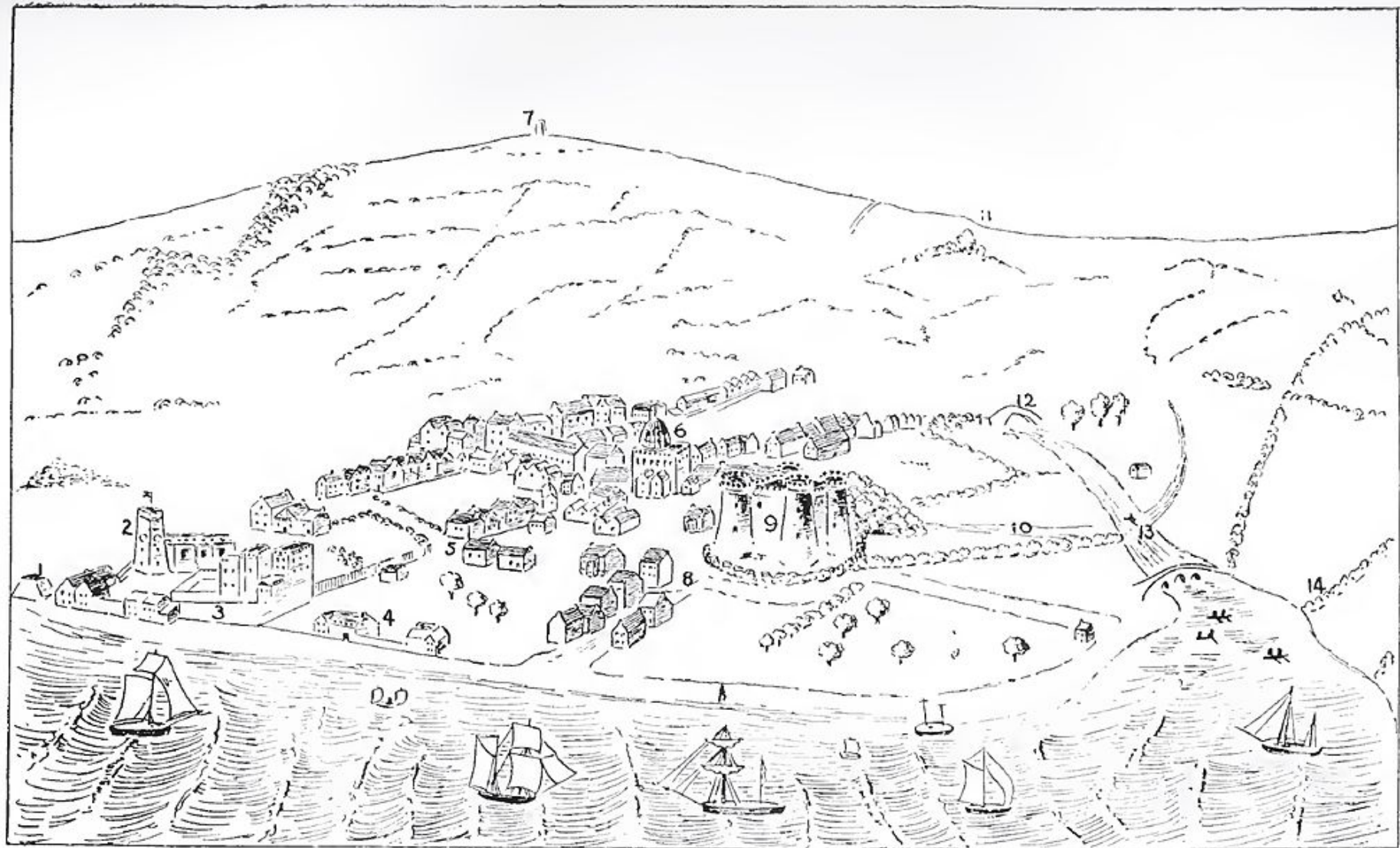


Fig. 27—Liverpool from the River in 1650.

1—THE BATTERY
2—OLD CHURCH
3—THE TOWER

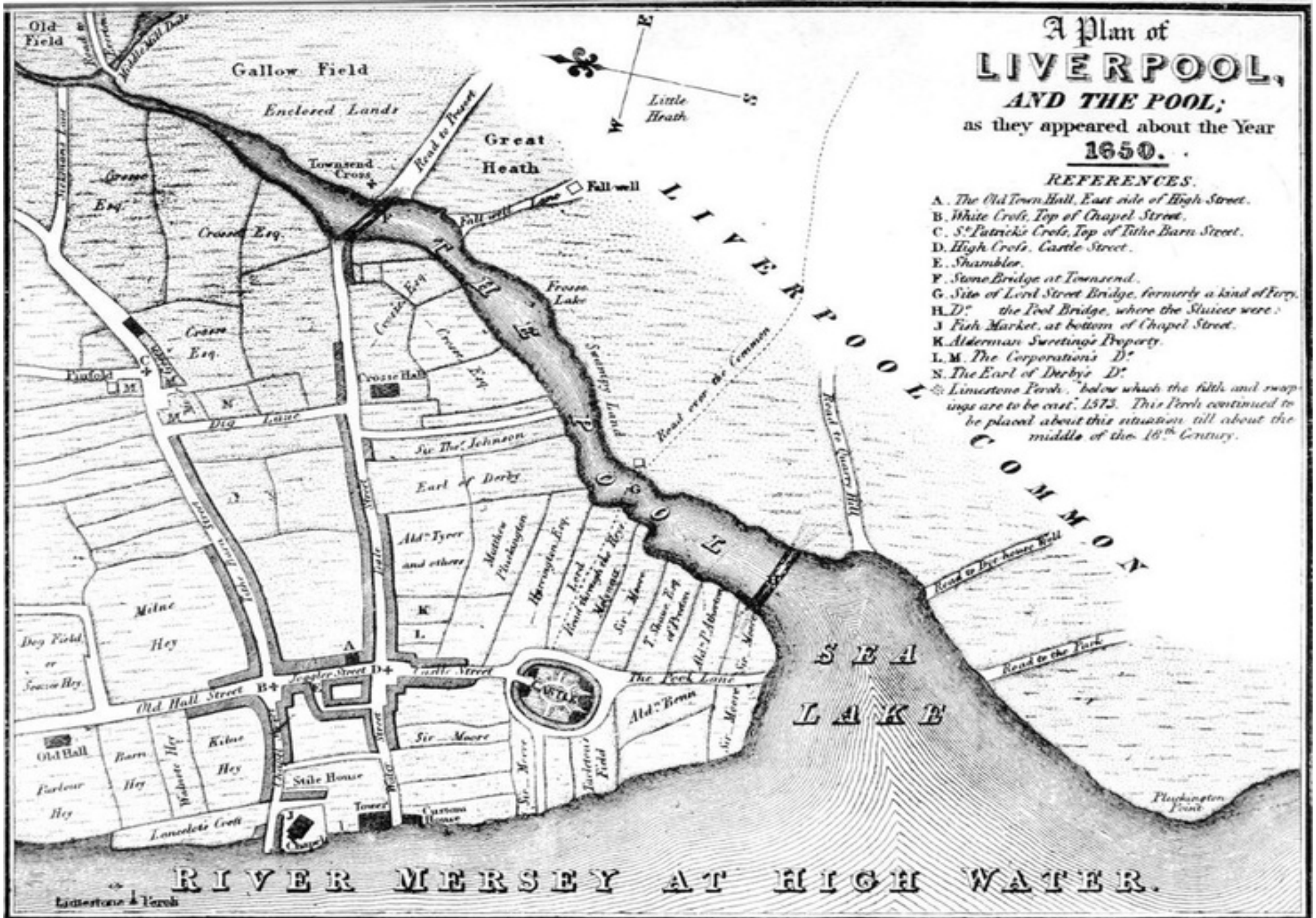
4—CUSTOM HOUSE
5—WATER STREET
6—TOWN HALL

7—EVERTON BEACON
8—JAMES STREET
9—OLD CASTLE

10—POOL LANE
11—LOW HILL
12—TOWNSEND BRIDGE

13—THE POOL
14—ROAD TO PARK

Thomas Kaye's map of Liverpool in 1650 from his 1829 book *A Stranger in Liverpool – a history of the town*



James Touzeau – *The Rise and Progress of Liverpool* (1910)

The quotes below are all taken from The Rise and Progress of Liverpool by James Touzeau, a history of the town written in 1910, using the record books of the town council to tell the story of the town from 1551 to 1835.

‘The increasing trade of the town may be inferred from an entry which records in 1648 the arrival of 30 tons of tobacco (more than 50 years after Sir Walter Raleigh introduced the weed into England) brought by James Jenkinson on a ship called “The Friendship” upon which a duty of £3 was charged. This is the first mention of Tobacco being imported into Liverpool, and for so small a place, perhaps 30 tons may be considered a fairly good consignment.’ (pp. 220–1)

‘A large number of swine were kept in Liverpool at this period [1646] and were to a great extent allowed to roam through the streets at their own sweet will. Orders were from time to time made that they should be kept “rung” ie with a ring through the nose, to prevent them damaging the surface of the streets and numerous fines were inflicted upon owners for the neglect of these orders. Swineherds were eventually appointed to look after the animals and keep them in check.’ (p. 208)

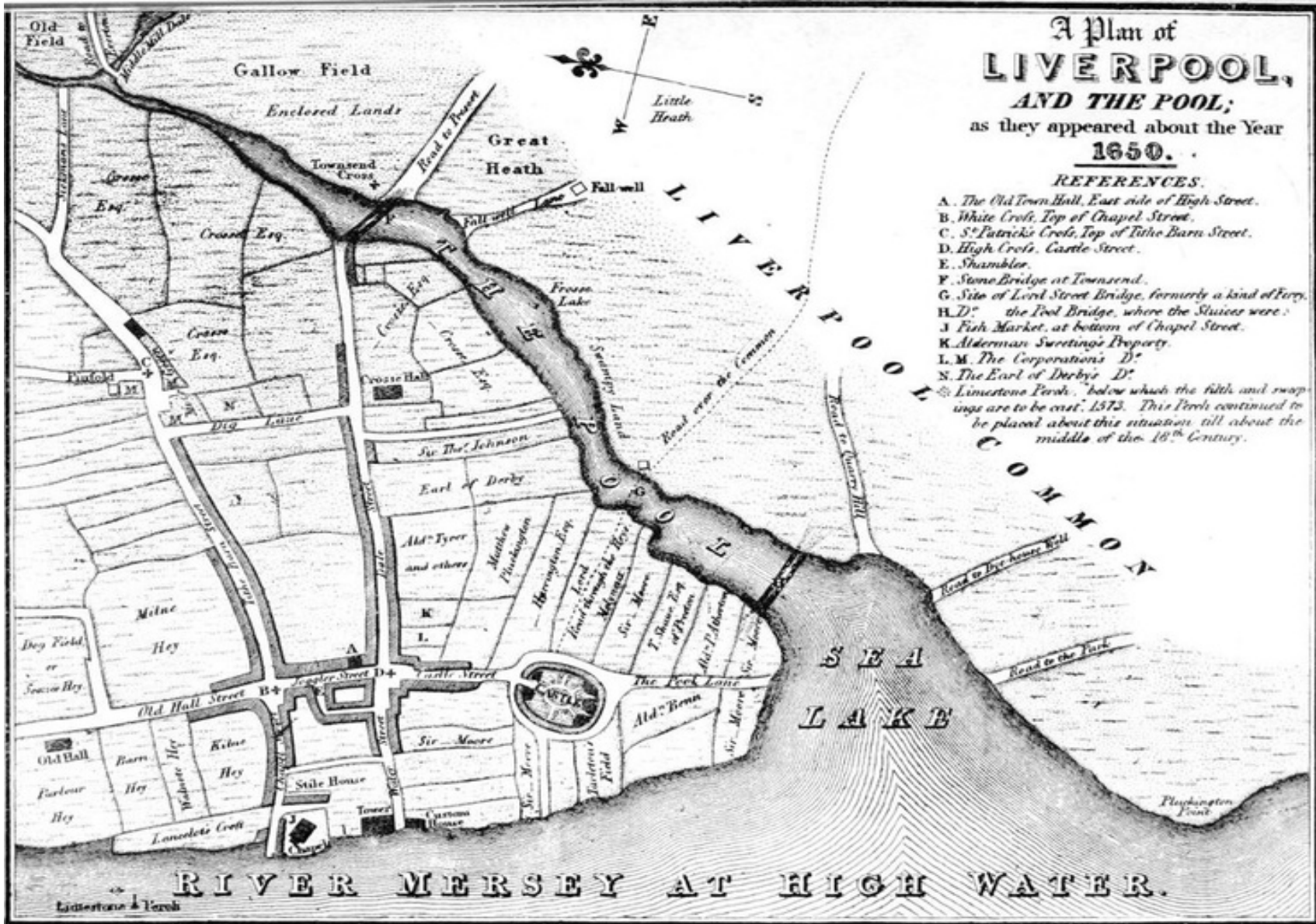
‘Since diverse young children and beggars which are much prejudicial to the town are found wandering and begging, contrary to law, it is therefore ordered by the worshipful Mr Mayor the aldermen and the major part of the assembly that the men named here shall go all through and about the town and take their names and examine them and cause such as are fit and able to work in the plantations to be shipped to Barbados or otherwise to be put to work as apprentices if they belong to this town.’ (Liverpool town council records, November 1648)

1678: ‘Sundry persons are fined 1 shilling each for “loitering” on the Lord’s Day. What actually constituted this offence of loitering is not clear, but many persons were fined for it, some even for loitering at the sea side.’ (p. 299)

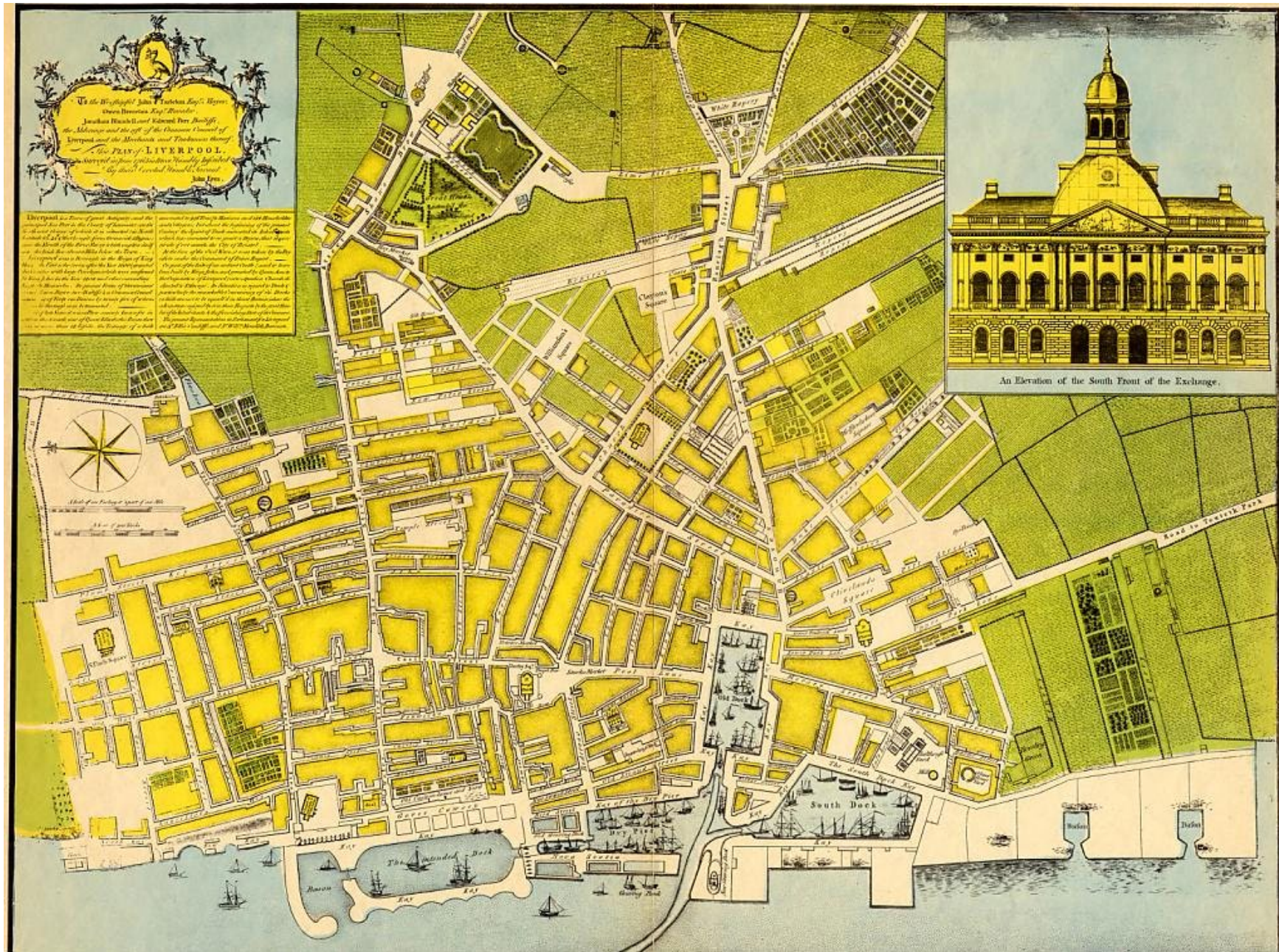
‘The people in those days [1676] must have been great ale drinkers. There are many cases recorded of fines being inflicted upon individuals for being drunk and drinking at unreasonable hours, but the following statement eclipses any we have hitherto met – “Edward Scarisbricke – for keeping a disordered Alehouse and suffering persons to keep tippling in his house the space of forty hours at one time – fined 10 shillings”.’ (p. 294)

Printed resources for Lesson 3: How did the increase in trade change Liverpool?

Investigation pack 2 – maps and textual evidence



Thomas Kaye's map of Liverpool in 1650 from his 1829 book *A Stranger in Liverpool – a history of the town*



John Eyes' map of Liverpool in 1765



Image: © Royal Collection Trust, www.rct.uk/collection/701712/a-plan-of-liverpool-with-the-environs

A plan of Liverpool in 1806 – Gregory



Image:
gallica.bnf.fr/
Bibliothèque
nationale de
France

John Gore – a plan of Liverpool in 1817

Liverpool and the trade with the American colonies, including trading enslaved people

The number of voyages to Africa made between 1695 and 1807 from each of the main European ports that were involved in the transatlantic slave trade were:

Liverpool: 5,300

London: 3,100

Bristol: 2,200

Other European ports: 450 (Amsterdam, Barcelona, Bordeaux, Cadiz, Lisbon and Nantes)

Data from the International Slavery Museum

‘Such was Liverpool’s dominance of the North Atlantic slave trade that one in five African captives crossing the ocean was carried in a Liverpool slave ship. The city had the capacity to build bespoke ships to the exact specifications and requirements of the slave merchants. Consequently, the industry employed 3,000 shipwrights, alongside other trades, such as rope makers, gun makers and those who supplied food for the journey.’

From Claire Shaw’s ‘Liverpool’s Slave Trade Legacy’ on Historytoday.com, March 2020

‘In 1715, Liverpool council spent £11,000 to seal off the old “pool” by the castle, and to build the world’s first commercially successful wet dock. A “wet” dock has watertight gates that allow ships to sail in at high tide, then the gates close and the water level stays high even if the tide falls outside the gates. This made it possible for the port of Liverpool to load and unload ships within the dock gates irrespective of how the rising and falling tide affected ships out on the river. It accommodated up to 100 ships at a time. This innovation allowed Liverpool to overtake the local rival port of Chester and go on to establish itself as one of the leading maritime towns in the country. In the years that followed, Liverpool opened other docks including Canning Dock and Salthouse Dock.’

A local historian, 2021



Image: British Library,
<https://www.flickr.com/photos/britishlibrary/50265297731>

In 1700, Liverpool was a fishing port with a population of 5,000 people. By 1800, 78,000 people lived and worked in Liverpool. Thousands found work. Ships were needed, which had to be built and equipped. Carpenters, rope makers, dock workers and sailors were all in demand. Others found work in banking and insurance. However, many people moved to Liverpool to find work but ended up begging or homeless.

*Adapted from BBC BiteSize, ‘Liverpool and the Slave Trade’:
www.bbc.co.uk/bitesize/guides/zqv7hyc/revision/5*

'Liverpool's economy and the economies of neighbouring Lancashire and Yorkshire benefited, too. Ships bound for Africa would be laden with goods to appeal to African traders to make the outbound journey profitable. Textiles from Lancashire and Yorkshire mills were the most popular, and made up perhaps 50 per cent of the outbound cargo, alongside guns and knives, brass cooking pots, copperware, clay pipes, beer and liquor. All these goods were brought to Liverpool and placed on ships in Liverpool docks. Local craftspeople and small industries supplied the ships and estimates suggest that one in eight of Liverpool's population – 10,000 people – depended on trade with Africa and 40 per cent of its income derived from the trade.'

From Claire Shaw's 'Liverpool's Slave Trade Legacy' on Historytoday.com, March 2020

'Although Liverpool was expanding, it was still relatively small, and the well-to-do merchants lived alongside those in poverty. In 1708, leading members of the town including Reverend Styth and Bryan Blundell decided to set up a charity school to offer an education and a better chance in life to the orphans and poor children they saw in the streets around them. Blundell got many of the merchants to donate money to the school and he was able to build a school big enough for students to live in, where they could be fed as well as provided with an education. The merchants who gave money to the school also gave money to other charities such as the later Liverpool Dispensary and Liverpool Infirmary which both offered medical care to the people of Liverpool.'

A local historian, 2021

'The slave trade was the backbone of the city's prosperity and the reinvestment of proceeds saw the city develop and grow much larger very quickly. New houses were built for the wealthy merchants. One example was Liverpool's Rodney Street which was built between 1782 and 1801, providing town houses for many elite merchants, including John Gladstone, father of prime minister William Ewart Gladstone.'

From Claire Shaw's 'Liverpool's Slave Trade Legacy' on Historytoday.com, March 2020

'In a word, there is no town in England, London excepted, that can equal Liverpool for the fineness of the streets, and beauty of the buildings; many of the houses are all of free stone, and completely finished; and all the rest (of the new part I mean) of brick, as handsomely built as London it self. It has more than doubly increased in buildings and people in twenty eight years, and that the customs were augmented tenfold in the same time; to which I am to add, that they are now much greater, that being written about two and thirty years ago, before the new church, or the wet dock, mentioned above, were made, and we know they have gone on increasing in trade, buildings and people, to this day. I refer the reader therefore to judge of the greatness of it now.'

Daniel Defoe, A Tour Thro' the Whole Island of Great Britain, 1724

Printed resources for Lesson 4:
What can we learn about the
Blundells and our school?

Blundell's account of the
development of the Blue Coat
School

A narrative of the rise and progress of the Charity School or Bluecoat Hospital in Liverpool made by Mr Bryan Blundell

[In 1708] Mr Robert Stythe, one of the rectors at that time, and myself were [very good friends]. I was then master of a ship in the foreign trade. We agreed to use our best endeavours to found a charity school and applied to the mayor and some of the most respectable inhabitants who joined in the business and subscribed, some 20, some 30 and some 40 shillings a year to the amount of 60 or 70 pounds per annum. We then built a little school house which cost 35 pounds and appointed a master at £20 per annum which was paid out of the money collected at the sacraments and took 50 poor children into the said school, clothed and gave them learning. Mr Robert Stythe was then made Treasurer and I went to sea on my employment, telling Mr Stythe that I hoped to be giving him something every voyage for the school.

In 1713 Mr Robert Stythe died. From 1709 to the time of his death I had given him £250 pounds on my several voyages. When I came home I found he was dead. It gave me much concern for the school as Mr Richmond the other rector was not able to undertake such a charge [running the school].

I therefore determined to leave off the sea and undertake the care of the school and was chosen Treasurer in 1714 at which time [the school had little money left].

In a little time I saw some of the children begging about the streets, their parents being so poor as not to have bread for them, which gave me great concern. I thought to use my best endeavours to make provision for them so as to take them wholly from their parents. I therefore [made a proposal to get donations and] went about with it to most persons of ability and many subscribed handsomely.

I went to work and got the [new] charity school built [a building, which had rooms for children to sleep there] which has cost between two and three thousand pounds and was finished in 1718. Also I gave for the encouragement of the charity 750 pounds being a tenth part of which it pleased God to bless

Useful vocabulary

Rector = a church minister

Per annum = each year

Master of a ship = ship's captain

Mate of a ship = an officer on a ship

Shilling = an amount of money worth 12 old pence; there were 20 shillings in an old pound

To solicit subscriptions = to ask other people to make a regular financial donation

Picking oakum = pulling apart the fibres of old rope so that they sold, e.g. mixed with tar for ship repair

me with. I did then [promise] to continue to give the same proportion of whatever [God] should indulge me with in the time to come for the benefit of the said charity.

[In 1726, 1735 and 1742 the school was able to increase the number of students it could support.] Being very desirous of seeing 100 children in the place before I died I got a second [proposal] drawn on parchment in 1747 and solicited subscriptions. In 1748 we took in 30 children more so that there were 70 boys and 30 girls, in a all a hundred, a sight I much earnestly desired to see before I died.

We have never wanted at the year's end but always continue increasing a little. I have now been treasurer 37 years in which time more than 400 children have been put out [as] apprentices, mostly to sea in which business many are masters and some mates of ships, several of whom have become benefactors to the school and useful members of society.

We take the children into the school at 8 years of age [and send them out as] apprentices at 14. The method observed with the children in the school is as follows. Half of the day the boys are employed in picking oakum by which they earn 50 pounds a year, the girls are employed in spinning cotton and earn about 20 pounds per annum. The other half of their time is applied to their instruction in reading, writing and common arithmetic. It is so useful a charity that I have frequently wished to see as many charity schools as we have churches.

Printed resources for Lesson 5a:
Has there been a hidden
history?

Investigation pack 3 – evidence
related to Bryan Blundell

'As a sailor (before he got involved in the Blue Coat School), Bryan Blundell made 22 journeys to the Americas to buy tobacco and sugar. After he retired from his job as a sailor and became a businessman, he sent many ships to Chesapeake Bay to trade in tobacco, to Barbados to trade in sugar and to the new colonies of North and South Carolina to trade in pine tar. At this time...

- Most tobacco plantations in Chesapeake Bay used enslaved labour
 - Most sugar produced on Barbados used enslaved labour
- The new colonies in North and South Carolinas copied the system used in Barbados.'

(A local historian from Liverpool, writing in 2021)

'21st May 1717 and arrived at Liverpool 19th June with a few pipes of wine and some cork wood. Makes a very bad voyage insomuch that we lose £800 by the voyage, which is each of us £200 by his ¼ which is so discouraging that we put the ship in dock for some months and then consulted and determined her to go to the Madagasca for slaves, in order to which we procured us a licence from the East India Company, which cost us £25.

... Was in hopes to get 500 slaves – the Elizabeth being a larger ship, I think bought 600...'

(The journal of Bryan Blundell, 1756)

212. THE TRADERS TO AFRICA TO THE KING.¹

November 7, 1739.

To the King's most Excellent Majesty, The humble Petition of the Traders of London, Bristol, and Liverpoole, to the Coast of Africa.

Sheweth, That the trade of your Majesty's Subjects to that Coast is of the greatest Importance to this Kingdom as well in regard of the great Quantity of Manufactures and other goods annually exported thither as in respect of the great Numbers of Negroes annually Imported into your Majesty's Plantations in America therefrom, and there being Employed at such Plantations in the producing of Sugar and other Commodities.

That your Petitioners being apprehensive, unless some of your Majesty's Ships of War be constantly stationed on the Coast of Africa That his Catholick Majesty, or his Subjects or any other persons under Spanish Commissions may send Ships of War, or Privateers to cruize on the Ships and Vessels of your Majesty's Subjects Trading on that Coast.

Therefore, your Petitioners most humbly beseech your Majesty will be Graciously pleas'd to give directions that a Sufficient Number of Ships of War may be ordered on this Service And that such Ships be releived every three or four Months by a like Number during the apprehension or continuance of a Rupture with Spain or any other Nation.

R. Armitage	R. Cawband	Richd. Henville
(Mayor of	Tho. Vardon	John Love
Liverpool)	W. Jeffries	Sam. Bonham
R. Gildart	(Mayor of	Geo. Tryer
Geo. Norton	Bristol)	Jas. Pearse
Foster Cunliffe	Jos. Jeffries	Chas. Pole
Sam'l Powell	Jas. Danning	Hen. Lascelles
John Hardman	Lyonel Lyde	Tho. Hull
Sam'l Ogden	Math. Day	Tho. Hill
Thos. Cockshutt	St. Cluterbuck	Nath. Basnet
Bryan Blundell	B. Weeks	Edwin Somers
Hen: Trafford	Rd. Lougher	Thos. Truman
In: Fon [?] Gildart	Mich. Becher	Jam. Buchanan
Thos: Steel	Henry Combe	Wm. Love [Lone?]
Chas. Robert	Jno. Combe	Thos. Lengard[good?]
Arthur Heywood	Mich'l Pope	David Crichton
Jno. Goodwin	Sam'l Davies	Thos: Heberts

Source provided courtesy of Laurence Westgaph

A LIST of the Company of Merchants trading to Africa,

(Established by an Act of Parliament, pass in the 23d Year of his present Majesty, entitled, An Act for extending and improving the Trade to AFRICA) belonging to Liverpool, June 24, 1752.

Armitage Robert	Craven Charles	Hesketh Robert	Pole William
Atherton John	Clayton John	Hughes Richard	Parker John
Ashton John	Crompton John	Hardwar Henry	Rowe William
Bostock John	Clews George	Higgison William	Reed Samuel
Bulkeley William	Chalmar Thomas	Hallhead Robert	Strong Matthew
Blundell Jonathan	Davis Joseph	Hughes John Capt.	Shaw Samuel
Backhouse John	Deane Edward	Kendall Thomas	Savage Richard
Blundell Bryan	Dobb William	Knight John	Secl Thomas
Blundell Richard	Dunbar Thomas	Leatherbarrow Th.	Strong John
Blackburn John	Earl Ralph	Laidler George	Smith Samuel
Bradley George	Eddie David	Lee Pierce	Secl Robert
Brooks John	Ellams Elliott	Lowndes Edward	Smith Rob. Broad-
Benfon William	Forbes Edward	Lowndes Charles	street, London.
Ball Thomas	Farmer Joseph	Mears Thomas	Tarleton John
Bridge Edward	Ford Richard	Manetty Joseph	Townsend Henry
Blandell William	Fletcher Potter	Nicholas Richard	Townsend Richd.
Brooks Joseph	Gildart Richard	Nicholson John	Trafford Edward
Brooks Jonathan	Goodwin William	Ogden Samuel	Tarleton John
Bird Joseph	Goore Charles	Ogden Edmund	Unsworth Levinus
Crowder Thomas	Gorrell John	Oldham Isaac	Williamson Wm.
Crosbie James	Gildart James	Okill John	Whytell Christo.
Cunliffe Foster	Gordon James	Pritchard Owen	Whalley William
Cunliffe Ellis	Goodwin John	Parr John	White Hen. Lanc.
Cunliffe Robert	Hardman John	Parr Edward	Williamson John
Campbell George	Heywood Arthur	Pardoe James	
Clay Robert	Heywood Benja.	Penket William	Total 101.

N. B. There are One Hundred and thirty-five Merchants free of the African Company in London and One Hundred and fifty-seven in Bristol, whereas their Trade to Africa is not so extensive as the Merchants of Liverpool.

The Company of Merchants trading to Africa took responsibility for maintaining the forts on the coast of West Africa, where people could be held prisoner before being sold to ships waiting to take them to the Americas. The company also took care to build business relationships with African leaders to ensure that there was a steady supply of enslaved people to buy.

Source provided courtesy of Laurence Westgaph

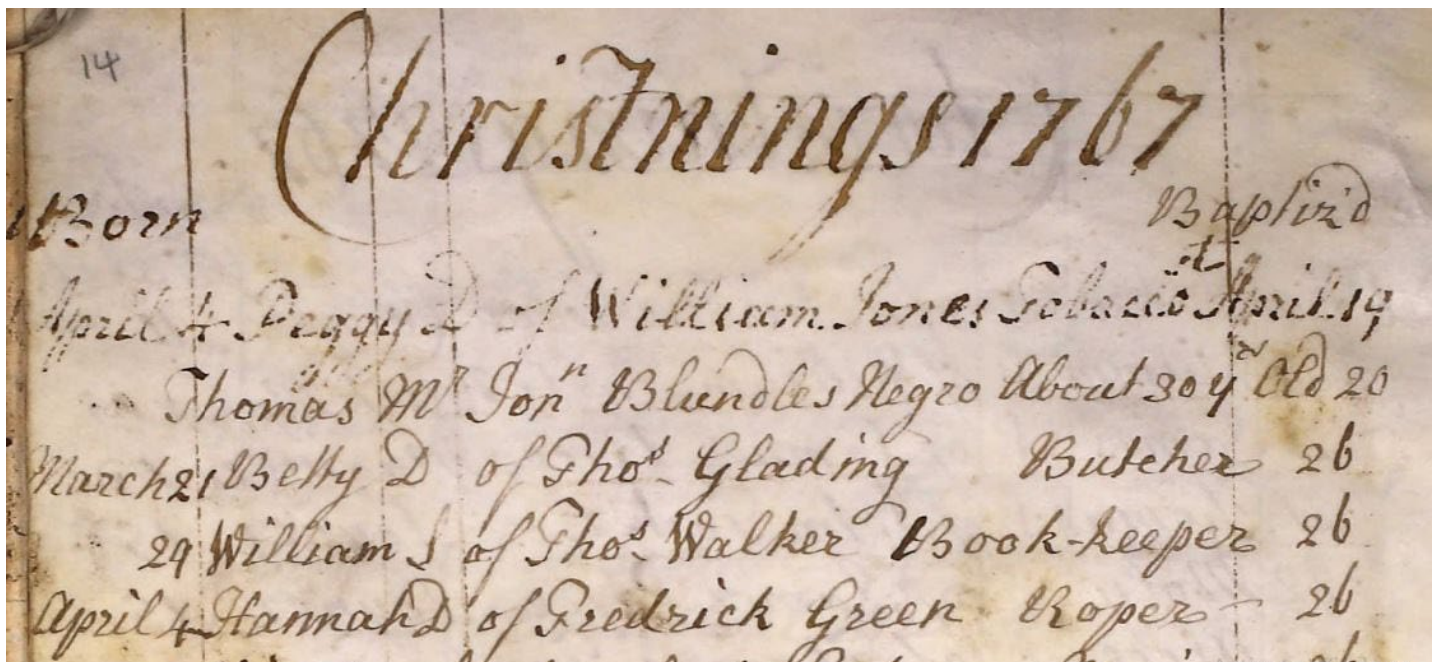
Year	Vessel name	African port visited	Destination	Number of enslaved Africans who began the voyage	Number who arrived at destination
1722	<i>Martha</i>	unknown	Nevis	142	114
1724	<i>Jane and Ellen</i>	unknown	Nevis	153	131
1727	<i>Tarleton</i>	unknown	Barbados	273	236
1748	<i>Duke of Cumberland</i>	unknown	St Kitts	240	197
1750	<i>Duke of Cumberland</i>	Gambia	Jamaica	240	197
1752	<i>Duke of Cumberland</i>	Bonny (Nigeria)	Barbados	459	393
1752	<i>Elizabeth</i>	Gambia	Virginia	150	130
1753	<i>Duke of Cumberland</i>	Bonny (Nigeria)	Jamaica	429	350
1755	<i>Elizabeth</i>	Bonny (Nigeria)	Barbados	270	231
1755	<i>Duke of Cumberland</i>	Bonny (Nigeria)	Jamaica	355	290

Entries on the slavevoyages.org database for voyages where the business partners include Bryan Blundell

Printed resources for Lesson 5b:
Has there been a hidden
history?

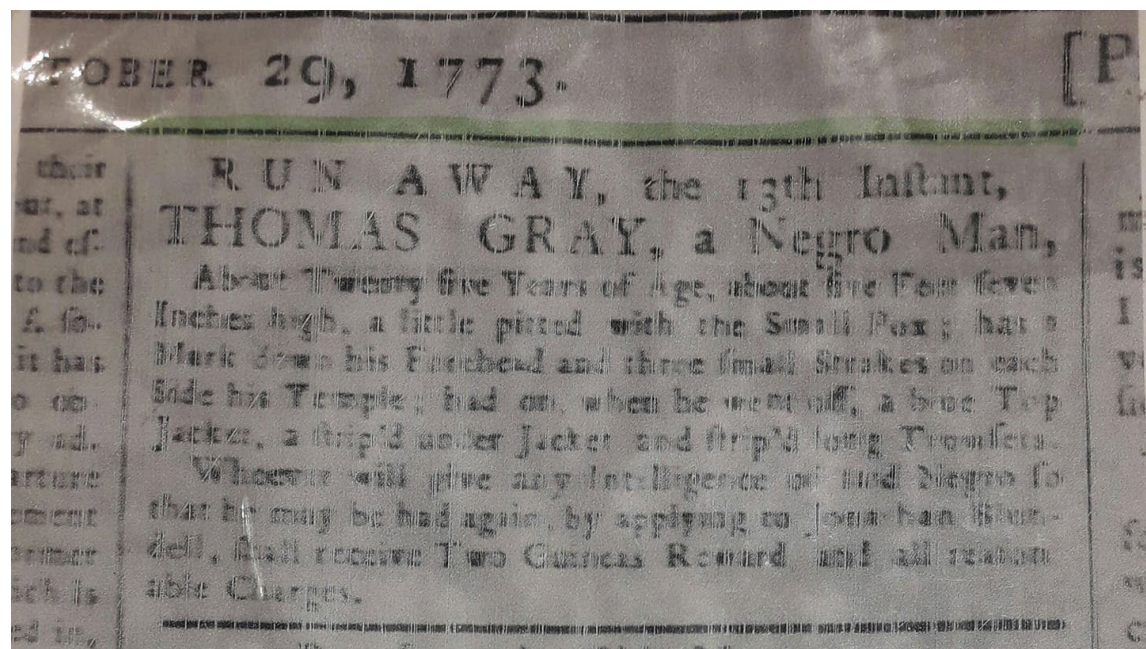
Investigation pack 4 – evidence
related to Bryan Blundell's
family and associates

From the baptism records of St Peter's Church, Liverpool, 1767



(Look at the second line of the entries)

From Williamson's Liverpool Advertiser, 29 October 1773



(Who is offering a reward in this advert and why?)

Sources provided courtesy of Laurence Westgaph

Year	Vessel name	Particular outcome of voyage	Vessel owner	Total enslaved Africans embarked	Total enslaved Africans disembarked in the Americas	Captain's name
1737	<i>Blundell</i>	Voyage completed as intended	unknown	240	197	Henry Green Rosson
1740	<i>Blundell</i>	Voyage completed as intended	unknown	331	283	Fran Green
1745	<i>Blundell</i>	Voyage completed as intended	Jonathan Blundell, William Blundell, James Crosbie, John Crosbie, Arthur Heywood, Benjamin Heywood, Richard Savage, Samuel Shaw	240	197	John Crosbie
1747	<i>Blundell</i>	Voyage completed as intended	Jonathan Blundell, William Blundell, James Crosbie, John Crosbie, Arthur Heywood, Benjamin Heywood, Richard Savage, Samuel Shaw	439	360	John Crosbie
1748	<i>Blundell</i>	Voyage completed as intended	Jonathan Blundell, William Blundell, James Crosbie, John Crosbie, Arthur Heywood, Benjamin Heywood, Richard Savage, Samuel Shaw	240	197	John Crosbie
1750	<i>Blundell</i>	Returned direct to Africa after bringing slaves to the Americas	Jonathan Blundell, William Blundell, James Crosbie, John Crosbie, Arthur Heywood, Benjamin Heywood, Richard Savage, Samuel Shaw	240	197	William Martin
1751	<i>Blundell</i>	Shipwrecked or destroyed, after disembarkation	Jonathan Blundell, William Blundell, James Crosbie, John Crosbie, Arthur Heywood, Benjamin Heywood, Richard Savage, Samuel Shaw	230	197	William Martin
1754	<i>Blundell</i>	Voyage completed as intended	Jonathan Blundell, Samuel Shaw	352	287	Thomas Barkley
1759	<i>Blundell</i>	Voyage completed as intended	Jonathan Blundell, Samuel Shaw	434	354	Thomas Barkley
1760	<i>Blundell</i>	Voyage completed as intended	Jonathan Blundell, Samuel Shaw	352	287	Thomas Barkley
1763	<i>Blundell</i>	Voyage completed as intended	Jonathan Blundell, William Blundell, Thomas Eden, John Hunniford, Samuel Murdock, Samuel Shaw	352	287	Samuel Murdock
1773	<i>Blundell</i>	Voyage completed as intended	Jonathan Blundell, Bryan Blundell Jr., William Bolden, John Dawson, John Elworthy, John Sparling	392	320	John Dawson
1773	<i>Blundell</i>	Shipwrecked or destroyed, after embarkation of slaves or during slaving	Jonathan Blundell, Bryan Blundell Jr., William Bolden, John Dawson, John Elworthy, John Sparling	452	9	John Dawson

Some information about the Blundell family:

Bryan Blundell's daughter Hannah married into the **Shaw** family. Bryan Blundell's grandson from this marriage was called Samuel Shaw.

Bryan Blundell's daughter Elizabeth married into the **Crosbie** family. After her marriage, she was known as Elizabeth Crosbie.

Look at the vessel owner columns in the two tables from the International Slave Trade Database – what do you notice?

Vessel name	Year	Vessel owner	Total enslaved Africans embarked	Total who survived the voyage to the Americas	Captain's name
<i>Mary</i>	1760	Bryan Blundell Jr., Jonathan Blundell, Richard Blundell, William Blundell, Elizabeth Crosbie, Samuel Shaw	336	288	John Johnson
<i>Mary</i>	1760	Bryan Blundell Jr., Jonathan Blundell, Richard Blundell, William Blundell, Elizabeth Crosbie, Samuel Shaw	228	128	John Kelly

Entries from the International Slave Trade Database on the voyages of the *Mary* in 1760

Royal Gazette of Jamaica, 22 November 1794
 Source provided courtesy of Laurence Westgaph

Kingston, Oct. 13, 1794.
FOR SALE,
 ON FRIDAY the 24th inst.
 327 Choice Young
N. E G R O E S,
 Imported in the ship CHAMBERS, Capt. Theophilus Bent, from the RIVER CONGO.
RAINFORD, BLUNDELL, & RAINFORD.

Printed resources for Lesson 6:
What interpretation should we
offer now?



Image: © Liverpool Blue Coat School Foundation

Image: © Liverpool Blue Coat School Foundation



An updated interpretation of the history of Bryan Blundell Guidance notes

Aim for an interpretation that shows your deep understanding of the topic. Look to include:

- *Bryan Blundell's contributions to the school and for the poor of the town in general, including the impact on people's lives*
- *How he made his money in the years before and after 1717, including the impact on people's lives*
- *Actions that he took to support the slave trade, in addition to investing in slave-trading voyages*
- *The context of the time – how and why Liverpool was growing and the actions of other merchants in the town at this time*
- *Your reflections on the existing interpretation of Bryan Blundell provided by the painting*

OPTION A: WRITTEN PIECE – a possible writing frame if you need help structuring your writing

Having studied this topic in depth, my overall view of Bryan Blundell now is that...

In relation to his contributions to the school and for the poor of the town in general, I think that ... because... For example..., which... In addition..., which...

In this respect, he had a... impact on people's lives because...

Before 1717, he became rich by... This didn't just affect him. It also affected other people, such as...

After 1717, he also chose to invest in the slave trade, when... His actions had an impact on many other people's lives because...

In addition to investing in slave-trading voyages, he also..., which...

We must remember to view Blundell in the context of the time. At this time...

I believe that the painting of Bryan Blundell...

In conclusion...

OPTION B: ARTISTIC PIECE – guidance

Choose how you would represent this history. It doesn't have to be a completed painting! It can be created in any format of your choice.

If you wish, you can actually create the piece of art. However, you could also present your ideas like a page from an art sketchbook. The important thing is to explain the significance of what should be included in the piece.

If you follow the sketchbook idea, you could include a collage of images that you think would convey your message to the viewer about the bullet points in the box above. You should provide a written commentary next to each image about why you have chosen that image. You could consider textures and colours that you would include and why.

If you create a completed piece of art, you should also provide a written commentary of the different components of your piece.

Whatever you create, the images, etc. must be appropriate, given the sensitive nature of this topic.