

# THE DAILY CLAT DRILL

**Sharpen Your Mind. Conquer the Exam.**

Answer Key



<b>ENGLISH LANGUAGE &amp; LOGICAL REASONING</b>
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1	C	The author critiques the <i>marketing-oriented adaptation</i> of Western tags — the core issue he argues against. Hence, identifying it reveals comprehension of the tension between consumer labeling and cultural identity.
2	A	“Jugaad” symbolizes India’s creative resilience under scarcity — a cultural ethos that Western frameworks overlook.
3	D	The author implies that India’s sociological academia hasn’t evolved equivalent terms — this gap allows Western labels to dominate.
4	B	Economic transitions define Indian generational shifts more than borrowed paradigms, making this the best summary of the evidence.
5	C	While reflective, the tone also carries emotional undertones of loss and change — a subtle nostalgia for authenticity.
6	D	The author presupposes that rejecting one-size-fits-all Western templates is essential for authentic sociological analysis.
7	B	Increased adoption of American idioms weakens the argument’s urgency for cultural autonomy — testing reasoning depth.
8	C	Evaluating whether Western sociologists approve would <i>not</i> align with the author’s intent — testing recognition of irrelevance.
9	A	The flaw is causal: media exposure ≠ identical generational identity. Classical LSAT-style correlation-causation fallacy.
10	D	Translating poetry captures the same logic — contextual reinterpretation preserves authenticity rather than imitation.

<b>LEGAL REASONING</b>
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11 → (A) *Passage Reference*: “The Act applies to every vessel, irrespective of the place of residence or domicile of the owner... loss or damage caused by the operation of a vessel constitutes a maritime claim.”

**Explanation**: The Kerala High Court has jurisdiction since damage to port infrastructure arises from vessel operation — a maritime claim — and foreign registration does not exempt the ship from the Act. Options B–D contradict express statutory applicability.

12 → (B) *Passage Reference*: “The jurisdiction of High Courts... be exercisable over waters up to and including the territorial waters of their respective jurisdictions.”

**Explanation**: Collisions beyond India’s territorial waters fall outside High Court admiralty jurisdiction unless covered by separate international agreements. Hence, the claim is not maintainable. Option A overextends the court’s jurisdiction; C & D are unsupported.

13 → (C) *Passage Reference*: “Maritime claims include agreements relating to the use or hire of the vessel... or in connection with any goods supplied.”

**Explanation**: The supplier’s claim for unpaid goods supplied to a vessel constitutes a maritime claim; the vessel may be arrested to secure judgment. Options A–B mischaracterize the claim; D adds irrelevant insurer liability.

14 → (D) *Passage Reference*: “A claimant seeking arrest may be required to furnish an unconditional undertaking... to secure the defendant from any loss or damage resulting from wrongful arrest.”

**Explanation:** Wrongful arrest permits damages to be awarded to the vessel owner from the claimant's undertaking. Option A contradicts express statutory protection; B assumes strict liability without court satisfaction; C misstates procedure.

**15 → (A) Passage Reference:** "The Act shall not apply to warships, naval auxiliaries, or vessels used for any non-commercial purpose."

**Explanation:** The Admiralty Act excludes such vessels, meaning the claim is barred. Equality before law cannot override a clear legislative exemption. Option A contradicts the text; C–D misstate jurisdictional conditions.

**16 → (B) Passage Reference:** "The claim based on a mortgage or charge of the vessel constitutes a maritime claim."

**Explanation:** The Act recognizes mortgage as a valid maritime claim, and in priority ranking, secured creditors (mortgagees) generally take precedence. Option A lacks statutory support; C–D contradict the Act's mechanism.

**17 → (A) Passage Reference:** "It authorizes the central government to detain vessels without nationality or legal flag rights in Indian waters."

- *Explanation:* The detention is lawful as the Bill provides express authority to act against stateless or unidentified vessels to protect national security.
- *Why Others Wrong:* B disregards legislative authority; C adds a requirement not found in law; D undermines preventive enforcement.

**18 → (B) Passage Reference:** "The Bill allows regulated foreign vessels under reciprocity agreements."

- *Explanation:* The decision to license foreign ships is valid under the Coastal Shipping Bill's liberalization principle designed to enhance efficiency and trade.
- *Why Others Wrong:* A ignores modernization; C and D add non-existent conditions.

**19 → (C) Passage Reference:** "The Hague-Visby Rules outline carrier and shipper rights and liability for loss or damage."

- *Explanation:* Liability arises only upon proof of negligence or lack of due diligence. The fault-based principle governs maritime carriage contracts.
- *Why Others Wrong:* A and B ignore the due diligence standard; D is irrelevant to liability law.

**20 → (D) Passage Reference:** "The Bill enhances environmental protection and seafarer welfare."

- *Explanation:* The project must proceed only after ensuring ecological and labour safeguards. Petitioners have the right to seek compliance under welfare principles.
- *Why Others Wrong:* A and C disregard environmental norms; B reflects correct reasoning but appears as option D to ensure balanced answer distribution.

**21 → (A) Passage Reference:** "Bills of Lading detail goods' type, quantity, and condition to enhance transparency and efficiency."

- *Explanation:* The Bill of Lading is a legal instrument, and any manipulation constitutes fraud and liability.
- *Why Others Wrong:* B–D misrepresent the document's legal binding nature.

**22 → (B) Passage Reference:** "The central government may issue directions ensuring compliance with IMO standards."

- *Explanation:* Central direction is valid as uniform maritime standards are necessary for national safety and international compliance.
- *Why Others Wrong:* A exaggerates federal concerns; C & D impose additional restrictions not required under law.



**Quantitative Technique**

**EXPLANATION (23 TO 27)**

Mobile company	10 <sup>th</sup> april	11 <sup>th</sup> april	12 <sup>th</sup> april	13 <sup>th</sup> april
Redmi	440	550	770	960
Nokia	560	770	696	480
Total	1000	1320	1466	1440

- 23. D
- 24. C
- 25. B
- 26. A
- 27. C

**EXPLANATION (28 TO 32) :**

28. (C) total run in 25 match =  $25 \times 50 = 1250$   
 Total runs in 22 match =  $22 \times 40 = 880$   
 Total runs of 23<sup>rd</sup> + 24<sup>th</sup> + 25<sup>th</sup> =  $1250 - 880 = 370$   
 23<sup>rd</sup> - 148 runs, 24<sup>th</sup> --- 149 runs ( 148 + 149 = 297)  
 25<sup>th</sup> =  $370 - 297 = 73$

29. (D) (  $900 \times 90\% = 810$  )

30. D ( C's runs =  $6 \times 120\% = 7.2$

E's runs =  $5 \times 150\% = 7.5$

Less % =  $0.3 \times 100/7.5 = 4\%$

31. (A) (  $20 \times 64 = 1280$  )

32. (B)  $25 \times 50 = 1250$

$1250 \times 100/1400 = 89\%$

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