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ENGLISH LANGUAGE & LOGICAL REASONING

PASSAGE - I

Our Times, Their Words

(Excerpts with edits from The Indian Express, “Our Times, Their Words”, July 12, 2025)

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“Millennials”, “Gen Zs”, “Boomers” — these generational tags have become so deeply embedded in our vocabulary that we seldom pause to question them. They’re used in marketing pitches, HR discussions, and even family WhatsApp debates. Yet their origins are distinctly American. The “Boomers” emerged from post–World War II prosperity in the U.S.; “Gen X” arose from the disillusionment of the Cold War; “Millennials” came of age during the tech boom. These labels are born of Western economic, social, and political contexts.

But India’s story is very different. An 80-year-old “Boomer” in the U.S. lived a life defined by affluence and the suburban dream, while an 80-year-old in India witnessed scarcity, Partition, and the socialist economy. Using American generational frameworks to describe Indians is both inaccurate and intellectually lazy — our lives, histories, and aspirations have followed different trajectories.

The first generation (1940–1960):

This group was shaped by independence and partition — their ethos rooted in frugality, self-reliance, and a scarcity mindset. Trust and loyalty were prized values. They valued durable goods and associated prestige with ownership, not consumption. “Jugaad” — creative improvisation — was not a quirky Indianism but a necessity born of shortage.

The middle generation (1960–1975):

This generation balanced aspiration with restraint. They grew up amidst socialist policies but witnessed liberalization from the sidelines. For them, waiting was integral — for phones, opportunities, and gratification. Brands like Nirma and Bata symbolized progress, while luxury was distant.

The tech generation (1990–2010):

This generation digitized India’s identity. They were raised on cable TV, the internet, and smartphones. Exposure to global culture, social media, and influencers like Virat Kohli and Elon Musk shaped their aspirations. They live online, yet crave authenticity. They grew up with abundance — but also anxiety.

The next generation (Post-2010):

This cohort knows nothing of scarcity. They were born in a world of instant gratification — same-day delivery, on-demand entertainment, and digital influencers. They value experience over ownership, individuality over conformity. They will shape new brand loyalties and rules of engagement for a digital-first India.

The author concludes that India needs to find its own generational vocabulary — one that acknowledges its unique cultural and historical rhythms rather than borrowing Western templates. Indian policymakers, educators, and marketers must understand that a 40-year-old in India is not the same as a 40-year-old in the U.S. The anxieties, aspirations, and memories that define Indian generations demand indigenous words, not borrowed ones.



ENGLISH LANGUAGE SECTION

1. The author's argument in the passage can best be described as:

- A. A cultural critique that dismisses the use of imported sociological terms as superficial, urging India to rediscover its indigenous frameworks of generational identity.
- B. A historical survey tracing how Indian generations have evolved in tandem with global economic changes.
- C. A marketing-oriented commentary that proposes adapting Western generational labels for Indian consumer behavior.
- D. A nostalgic reflection on India's transition from scarcity to abundance, highlighting the emotional differences across generations.

2. The author's reference to "Jugaad" and "the slow churn of the socialist economy" functions primarily to:

- A. Underscore the improvisational ethos that defined India's early generations, contrasting it with the efficiency of Western progress.
- B. Criticize the inefficiency of India's early economic models that forced citizens into makeshift innovation.
- C. Suggest that India's economic scarcity limited creativity and innovation until globalization arrived.
- D. Illustrate the stagnation of socialist India to justify the adoption of Western socio-economic frameworks.

3. Based on the author's argument, which of the following best explains why Western generational markers fail to capture the Indian experience?

- A. Because India's demographic diversity makes it statistically impossible to assign universal generational traits.
- B. Because India's historical and socio-economic experiences diverged fundamentally from the Western timeline on which those labels were based.
- C. Because India's cultural identity is incompatible with the very idea of generational classification.
- D. Because Indian sociologists have not yet developed an equivalent framework for generational segmentation.

4. The author discusses the evolution of consumer attitudes—from trust in durable goods to a preference for digital immediacy—primarily to show that:

- A. Economic prosperity has replaced social responsibility as a defining value of Indian youth.
- B. Generational identities in India are intertwined with economic transitions, not with borrowed cultural paradigms.
- C. Technological access, not historical memory, determines generational consciousness.
- D. Consumerism has eroded the historical continuity of Indian society.

5. Which of the following best captures the author's tone throughout the passage?

- A. Reflective and analytical, with an undercurrent of cultural self-assertion.
- B. Alarmist and critical, warning against cultural homogenization.
- C. Romantic and nostalgic, lamenting the loss of traditional values.
- D. Detached and descriptive, merely cataloguing social transitions.



LOGICAL REASONING SECTION

6. The author's argument that India must develop its own generational vocabulary presupposes which of the following?

- A. Cultural self-definition requires linguistic innovation that reflects distinct lived experiences.
- B. Borrowing linguistic frameworks automatically leads to the erosion of national identity.
- C. Generational analysis has limited sociological value in non-Western societies.
- D. The Indian experience cannot be analyzed without rejecting Western methodologies entirely.

7. Which of the following findings, if true, would most strongly support the author's conclusion?

- A. Psychological studies reveal that Indians of the same age group differ significantly in their attitudes compared to Americans of the same age.
- B. Indian youth increasingly use American slang and idioms in their daily lives.
- C. Multinational corporations succeed by using identical marketing strategies across all countries.
- D. Linguistic borrowing is an inevitable consequence of globalization.

8. Suppose policymakers adopt the author's recommendation to craft an "Indian generational vocabulary." Which of the following would be most useful to evaluate whether this policy aligns with the author's intent?

- A. Whether these new terms reflect India's socio-historical experiences rather than being direct translations of Western labels.
- B. Whether these new terms can be easily marketed and monetized by Indian brands.
- C. Whether sociologists from Western nations approve of these new generational distinctions.
- D. Whether India's digital generation finds such terminology relatable.

9. A critic argues that "since India consumes Western media and technology, its generational behavior must mirror that of the West." The critic's reasoning is flawed because it:

- A. Assumes correlation between exposure and identity without establishing causation.
- B. Underestimates the influence of globalization on cultural identity.
- C. Ignores that Western media no longer dominate Indian markets.
- D. Overemphasizes the psychological impact of digital technology.

10. Which of the following analogies most closely parallels the author's line of reasoning?

- A. Using Western calorie charts to design Indian diets misrepresents the nutritional needs shaped by different cuisines and lifestyles.
- B. Using global time zones simplifies communication across regions.
- C. Adopting foreign languages enhances cultural sophistication.
- D. Translating poetry from one culture to another improves its universality.

LEGAL REASONING

Passage-I

Disclaimer: *The following passage is an academic reconstruction of the Admiralty (Jurisdiction & Settlement of Maritime Claims) Act, 2017. Certain details are simplified for conceptual clarity. You must rely solely on the facts and principles contained herein to answer the questions.*

In 2017, Parliament enacted the Admiralty (Jurisdiction & Settlement of Maritime Claims) Act, consolidating laws related to admiralty jurisdiction, arrest and sale of vessels, and settlement of maritime claims. The law modernized colonial-era provisions under the Admiralty Court Acts of 1861 and 1890 and extended India's maritime jurisdiction to all coastal High Courts.

Under the Act, eight High Courts — Bombay, Calcutta, Madras, Karnataka, Gujarat, Orissa, Kerala, and Hyderabad — were vested with admiralty jurisdiction. Each court's jurisdiction extends to all maritime claims arising within its territorial waters, and its powers may be exercised both in rem (against the vessel) and in personam (against persons).

The Act applies to all vessels, regardless of ownership or registration, except:

- Inland vessels governed by the Inland Vessels Act, 1917;
- Warships and other government vessels used for non-commercial purposes; and
- Any foreign vessel engaged in non-commercial service as notified by the Central Government.

Maritime claims include disputes over ownership or possession of a vessel, mortgage or charge, loss or damage caused by a vessel, personal injury or loss of life arising from its operation, and contractual claims relating to carriage, hire, or use of the vessel.

A claimant can request a High Court to arrest a vessel as a form of security for eventual judgment satisfaction. Arrest ensures the vessel remains within the court's jurisdiction and prevents owners from evading liability. However, the court may require the claimant to furnish an undertaking indemnifying the vessel owner if the arrest is later found wrongful or unjustified.

Upon adjudication, the High Court may order the sale of the vessel, and it can determine the title to the proceeds of such sale among competing claimants. The Act thus ensures both creditor protection and judicial control over maritime commerce.

By repealing outdated British statutes, the Admiralty Act reaffirmed Indian High Courts' role as the principal maritime forums balancing commerce, justice, and international norms.

11. A Singapore-based shipping company charters a vessel, *MV Coral Blue*, to transport machinery from Kochi to Dubai. During loading, the vessel damages the pier, leading to ₹8 crore in losses. The Kerala Port Authority files a suit in the Kerala High Court seeking arrest of *MV Coral Blue* under the Admiralty Act. The vessel owner argues that since the damage occurred before sailing and within the port area, it falls under civil tort, not maritime jurisdiction. The owner also claims that the company's foreign registration exempts it from Indian admiralty proceedings. The Port Authority contends that the Act covers all maritime claims irrespective of domicile. Based on the principles in the passage, which argument is legally sound?

- A. The Kerala High Court has jurisdiction because damage arising from vessel operation is a maritime claim, and the Act applies regardless of the owner's domicile.
- B. The damage occurred on land, so admiralty jurisdiction does not apply.



- C. Only civil courts can hear claims against foreign-registered ships.
- D. The case must be referred to an international maritime arbitration tribunal.

12. A vessel registered in Liberia collides with an Indian fishing boat 10 nautical miles off the Mangalore coast, killing two fishermen. Their families file a compensation claim in the Karnataka High Court under the Admiralty Act, seeking arrest of the foreign vessel. The shipowner argues that since the vessel is foreign and the collision occurred outside Indian territorial waters, Indian courts lack jurisdiction. The families argue that loss of life directly connected to a vessel's operation within India's territorial limits triggers admiralty jurisdiction. How should the matter be decided?

- A. The claim is maintainable as loss of life in connection with vessel operation falls within admiralty jurisdiction.
- B. The claim is not maintainable as the collision occurred beyond India's territorial waters.
- C. The families must pursue compensation before the International Seafarers Tribunal.
- D. The Liberian ship is immune because it was not registered in India.

13. An Indian marine supplier provides fuel and provisions to a cargo vessel docked in Chennai. The ship later sails to Malaysia without paying. The supplier files for arrest of the vessel under the Admiralty Act, arguing that non-payment for supplied goods constitutes a maritime claim. The vessel's insurer opposes, stating that the supplier should sue the charterer personally and that admiralty jurisdiction applies only to ownership disputes. The supplier maintains that contractual obligations relating to vessel use fall within the Act's purview. How should the High Court rule?

- A. The claim is not maritime since it involves a commercial supply contract, not vessel operation.
- B. The supplier may sue only the charterer personally, not the vessel.
- C. The non-payment for goods supplied to the vessel qualifies as a maritime claim, allowing arrest of the ship.
- D. The insurer's liability must be determined before any arrest order.

14. The Gujarat High Court orders arrest of a vessel for unpaid charter fees owed to an Indian operator. Later, the vessel's foreign owner proves that the claim was against the charterer, not the owner, and alleges wrongful arrest. The owner seeks damages from the claimant for losses due to the delay caused by detention. The claimant argues that the arrest was made in good faith under judicial supervision. How should the High Court decide the owner's claim?

- A. The owner cannot recover damages because arrests ordered by courts are immune from challenge.
- B. The claimant is liable since the court can order damages for wrongful or unjustified arrest.
- C. The owner must file a separate civil suit for recovery of losses.
- D. The court must refer the issue to international arbitration.

15. A warship owned by the Indian Navy collides with a private cargo vessel during a training exercise, causing extensive property damage. The cargo company sues the Navy under the Admiralty Act seeking arrest and sale of the warship. The government argues that naval vessels used for non-commercial purposes are expressly exempt from the Act's operation. The plaintiff insists that the principle of equality before law requires all vessels to be treated similarly in cases of loss or damage. Considering the passage, which conclusion is correct?

- A. The suit is maintainable as the collision arose from vessel operation within Indian waters.
- B. The suit is barred as the Act excludes warships and other government vessels used for non-commercial purposes.
- C. The Navy must submit to civil jurisdiction under equality principles.
- D. The High Court must determine jurisdiction only after the Defence Ministry consents.

16. A vessel arrested under an admiralty order is later sold by the Madras High Court. Two creditors — a foreign bank holding a mortgage and an Indian repair company — both claim priority over the sale proceeds. The repair company argues that domestic creditors should rank higher under Indian law, while the bank insists that maritime lien principles under the Act accord priority to mortgage holders. The High Court must determine who has the superior claim. According to the passage, what should it decide?

- A. The repair company's claim prevails because it is domestic.
- B. The mortgage holder's claim prevails because the Act recognizes mortgage as a maritime claim.
- C. Both creditors should share the proceeds equally.
- D. The High Court must transfer the proceeds to an international maritime tribunal for distribution.

Passage-II

Disclaimer: *The following passage is a constructed legal reasoning text based on the Merchant Shipping Bill, 2025; Coastal Shipping Bill, 2025; and Carriage of Goods by Sea Bill, 2025. Facts and principles are adapted for educational use. You must rely solely on this passage to answer the questions.*

In August 2025, the Indian Parliament passed three landmark maritime legislations — the Merchant Shipping Bill, the Coastal Shipping Bill, and the Carriage of Goods by Sea Bill — aimed at replacing outdated colonial-era statutes and aligning India's maritime framework with international standards.

The Merchant Shipping Bill, 2025 replaced the 1958 Act to modernize maritime administration in line with International Maritime Organization (IMO) conventions. It empowers the central government to detain vessels without nationality or valid registration found in Indian waters to ensure maritime security. The Bill strengthens sea safety, emergency response, and seafarer welfare measures, aiming to enhance India's reputation as a responsible maritime nation.

The Coastal Shipping Bill, 2025 modernizes domestic maritime trade (cabotage) and seeks to raise coastal cargo movement to 230 million tonnes by 2030. It introduces a National Coastal and Inland Shipping Strategic Plan and a National Database, aiming for transparent licensing, job creation, and simplified procedures for vessel operation. The Bill also allows regulated participation of foreign vessels under reciprocity agreements, provided they comply with Indian maritime norms.

The Carriage of Goods by Sea Bill, 2025 replaces the Indian Carriage of Goods by Sea Act, 1925, adopting the Hague-Visby Rules (1924) and subsequent international amendments. It governs contracts for carriage of goods, defining carrier and shipper liabilities for cargo loss or damage and the legal status of Bills of Lading — documents that specify the type, quantity, and condition of goods being shipped. The Bill empowers the central government to modify liability standards and issue directions to ensure conformity with international trade practices.

Together, these reforms — termed the “Maritime Reform Triad” — aim to boost India's global trade efficiency, maritime safety, and investment in coastal infrastructure. The reforms are also intended to reduce foreign dependence and enhance domestic shipbuilding capacity, supported by 100% FDI under the automatic route for port development.

However, critics argue that these laws confer excessive powers upon the central government, potentially undermining environmental safeguards and state autonomy. The government maintains that uniform national control is essential for compliance with global conventions and maritime security.

17. Detaining a Stateless Vessel : The Indian Coast Guard intercepts a large cargo ship near the Andaman coast. The vessel carries no national flag or identifiable registration documents. When questioned, the crew claims that it belongs to an international collective of “global merchants” unaffiliated with any single nation and that it cannot be detained under Indian law as it is a “stateless free trader.” The government, invoking the Merchant Shipping Bill, 2025, detains the vessel citing security and environmental risk concerns. An international trade advocacy group challenges this action before the Supreme Court, arguing that the detention violates the right to free navigation under customary maritime law.



Which of the following best aligns with the principles of the passage?

- A. The detention is valid under India's maritime security framework.
- B. The detention is invalid as it violates customary international navigation rights.
- C. The detention requires prior approval from the International Maritime Organization (IMO).
- D. The vessel should be released once ownership documents are produced.

18. Foreign Vessels in Coastal Trade : A Singapore-based shipping company, "OceanLink Ltd.", applies for a licence to transport goods between Chennai and Kochi. Domestic shipowners and unions oppose the move, claiming it will harm Indian businesses and employment. The Ministry approves OceanLink's request, citing the Coastal Shipping Bill, 2025, which allows participation of foreign vessels under reciprocity arrangements to promote competition and efficiency. The union files a writ petition claiming that cabotage is a sovereign right reserved for domestic operators.

How should the court resolve this conflict according to the passage?

- A. The approval is illegal because domestic cabotage is reserved exclusively for Indian ships.
- B. The approval is valid since the Bill permits regulated participation of foreign vessels under reciprocity.
- C. The approval violates national interest and should be stayed until employment guarantees are given.
- D. The approval is valid only if the company conducts an environmental impact assessment.

19. Cargo Damage and Carrier Liability : A shipment of medical equipment worth ₹20 crore is sent from Mumbai to Rotterdam. Midway, rough weather damages part of the cargo because the crew failed to secure the containers properly. The shipper sues the carrier under the Carriage of Goods by Sea Bill, 2025, demanding full compensation, arguing that the carrier has "absolute liability." The carrier contends that under the Hague-Visby Rules, liability exists only if negligence is proven. The shipper's insurer also claims subrogation rights to recover losses.

Based on the passage, which interpretation is correct?

- A. The carrier and shipper share liability equally.
- B. The carrier is strictly liable for all cargo damage, regardless of fault.
- C. Liability exists only if negligence or lack of due diligence is proven.
- D. The shipper's insurance company must bear the loss entirely.

20. Port Expansion and Environmental Concerns : The government approves a major port expansion project in Gujarat under the National Coastal and Inland Shipping Strategic Plan, aiming to boost capacity by 230 million tonnes. Local fishermen and an environmental NGO challenge the approval, alleging the plan lacks adequate ecological assessment and violates labour rights of coastal workers. The government defends its decision, saying the project will strengthen India's maritime capacity and falls within its statutory power under the new maritime framework. The petitioners argue that modernization must comply with welfare and environmental safeguards.

Under the principles of the passage, how should the court decide?

- A. The project must proceed since economic objectives override local concerns.
- B. The project requires environmental and social safeguards consistent with maritime welfare norms.
- C. Environmental assessments are optional under the Strategic Plan.
- D. The petitioners have standing and the project must include ecological and social safeguards before proceeding.

21. Manipulation in Bill of Lading : A company named "BlueWave Shipping Pvt. Ltd." issues a Bill of Lading for 1,000 tons of copper, but later alters it to 1,200 tons to secure a higher payment. The consignee discovers the discrepancy after delivery and sues the carrier for fraud. The company defends itself by claiming that the Bill of Lading is a routine commercial record with no legal effect once the goods are shipped.



According to the Carriage of Goods by Sea Bill, 2025, how should this issue be decided?

- A. The company is liable, as the Bill of Lading is a binding legal document.
- B. The company is not liable since no physical damage occurred.
- C. The consignee's insurer must verify the claim before suing.
- D. The shipper is liable for failing to verify cargo count.

22. Central Government's Powers over Maritime Authorities : A maritime union challenges a government order directing all port authorities to adopt uniform safety codes, arguing that the Merchant Shipping Bill, 2025 gives excessive discretionary powers to the Centre. The union claims this undermines federalism and state maritime boards' autonomy. The government defends the order, stating that national uniformity ensures compliance with IMO safety norms and prevents conflicting regional practices.

How should the court resolve this dispute based on the passage?

- A. The powers are unconstitutional for violating federalism.
- B. The powers are valid, as uniform maritime standards ensure safety and global compliance.
- C. The powers are valid only if exercised jointly with state boards.
- D. The powers are invalid unless renewed annually by Parliament.

Quantitative Technique

Passage – I

Study the following information and answer the given question :

Total number of mobile phones ordered on 10th April is 1000. Ratio of number of Redmi phones ordered on 10th and 11th April is 4:5 respectively. Total number of Nokia mobile phones ordered on 11th of April is 140% of number of Redmi mobile phones ordered on the same day. Ratio of number of Nokia phones ordered on 11th and 10th April is 11:8 respectively. Total number of Nokia phones ordered on 12th April is 40% less than average number of total mobile phones ordered on 10th and 11th April together. Number of Redmi mobile phones ordered on 12th April is 40% more than the same on 11th April. Ratio of number of mobile phones ordered on 11th and 13th April is 11:12. On 13th April the number Redmi phone ordered is 200% to the Nokia phone ordered on the same day.

23. Number of Nokia phones on 13th April is how much percent less/more than the number of Redmi phones ordered on the same day.

- (A) 25% more
- (B) 30% less
- (C) 10% more
- (D) 100% less

24. What is the ratio of number of Redmi to the number of Nokia phones ordered on 11th April?

- (A) 5:8
- (B) 7:5
- (C) 5:7
- (D) 4:5

25. What is the average number of Redmi phones ordered per day from 10th to 13th April?

- (A) 1200
- (B) 680
- (C) 2400
- (D) 1850

26. What is the difference between number of Nokia phones ordered on 13th and 11th April ?

- (A) 290
- (B) 240
- (C) 100
- (D) 120

27. Find the average of total mobile phones sold from 10th to 13th April

- (A) 1250
- (B) 1199
- (C) 1306.5
- (D) 1306

Passage - II

Data related to performance of six batsmen in a tournament:

Batsman	No. of matches played	Average runs scored	Total balls faced	Strike rate
A	20	64	----	----
B	18	----	----	135
C	----	----	840	120
D	----	54	900	90
E	----	----	----	150
F	25	50	1400	-----

28. If the runs scored by F in the last 3 matches of the tournament are not considered, his average runs scored in the tournament will decrease by 10. If the runs scored by F in 23rd and 24th match are below 150 and no two scored among these 3 scores are equal, what are the minimum possible runs by F in the 25th match?

- (A) 70 (B) 72 (C) 73 (D) 74

29. Find the total runs scored by D in the tournament?

- (A) 870 (B) 720 (C) 730 (D) 810

30. The respective ratio between total number of balls faced by C and E in the tournament is 6:5. Total number of runs scored by C in the tournament is by what % less than the total number of runs scored by E in the tournament?

- (A) 7% (B) 2 % (C) 3% (D) 4%

31. Find out the total runs scored by A?

- (A) 1280 (B) 1720 (C) 1560 (D) 1740

32. Find out the strike rate of batsman F in tournament? (approx.)

- (A) 70 (B) 89 (C) 63 (D) 98

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