Department of the Navy SBIR/STTR Transition Program
Pending SYSCOM Review

WHEN
Contract Number: N00178-17-C-9003  Ending on: January 1, 2019

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Risk Level</th>
<th>Measure of Success</th>
<th>Ending TRL</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>Convert manned GARC to diesel unmanned variant</td>
<td>Low</td>
<td>Demonstrate unmanned diesel GARC</td>
<td>5</td>
<td>April 2018</td>
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<tr>
<td>Install TALONS-S on UD-GARC and demonstrate comms relay</td>
<td>Med</td>
<td>Command and control UD-GARC via a comms link 50 n. mi from naval vessel</td>
<td>6</td>
<td>November 2018</td>
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<tr>
<td>Operational Fleet Demonstration</td>
<td>Low</td>
<td>UD-GARC perform and complete various missions in an operational setting</td>
<td>8</td>
<td>December 2019</td>
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WHAT
Operational Need and Improvement: The U.S. Navy needs to field cost-effective unmanned surface vehicles (USVs) to enhance Naval and Joint capability to support: Conventional Warfare campaigns, Irregular Warfare, Homeland Defense, and the Global War on Terror. USVs need to be automated to reduce communication/data exchange requirements, and have the potential, and demonstrated ability, to reduce risk to manned forces, to provide the force multiplication necessary to accomplish missions, and to perform tasks which manned vehicles cannot. They will deploy and retrieve payloads, gather, transmit, or act on all types of information, and engage targets.

Specifications Required: The requirements for the USV include: Diesel propulsion, a speed of 34+ knots (as a function of displacement and propeller pitch), a range of 400+ nautical miles, a payload of 1000 lbs, and on-station endurance of 1-5 days (as a function of range, payload, and mission package electrical load).

Technology Developed: MAPC developed the UD-GARC autonomous systems for Machinery, Electrical, and Autopilot components, enabling high reliability during high endurance missions. Additional technologies developed USVs include:
- Bow latch for unmanned launch and recovery
- Automated towed parashute for extended line of sight communications and USV control
- Counter-rotating diesel propulsion system enables high efficiency propulsion yielding high endurance, range, and payload
- Self-righting option with inflatable buoyancy on mast

Warfighter Value: - Reliable, semi-expendable USV
- Communications (COMMS) relay, Force Protection, Enhanced standoff, Anti-Submarine Warfare (ASW), Mine Warfare (MIW), Intelligence, Surveillance, Reconnaissance (ISR) for the U.S. Navy
- Small enough to carry in significant numbers aboard the LCS, Expeditionary Fast Transport (EPF), and other ship classes.

HOW
Projected Business Model: MAPC currently has the capability to internally manufacture up to 200 of these craft per year. MAPC has delivered 32 manned variants of the gasoline-engine GARC to the US ANG for use in Pararescue airdrop missions. Our business model includes continued design, development, and manufacturing of Unmanned Surface Vessels for U.S. Navy and other customers.

Company Objectives: MAPC is working with three prime contractors to supply UD-GARC craft that would carry their advanced mission packages and deploy from US Navy ships. MAPC's objective is to become a preeminent supplier of Navy USVs in sizes below 9 meters.

Potential Commercial Applications: Commercial unmanned surveying for hydrographic applications, Surveying of shallow water subsea cable runs, High-endurance, Open-ocean oceanographic data collection, Remote sensing in the offshore oil and gas industry, Search and rescue functions for life guard units, Nuclear power plant waterborne security, Foreign Military Sales, and State and local port security and marine police applications.

Contact: Elizabeth Hines, Manager, Business Development
ehines@mapcorp.com  443-924-3330