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Nauticus Robotics, Inc. Releases Nauticus ToolKITT™ Commercially, Bringing Autonomy to Existing ROV Fleets

The vehicle-agnostic autonomy suite retrofits onto ROVs that operators already run on live subsea projects.

HOUSTON, Sept. 9, 2026 /PRNewswire/ -- Nauticus Robotics, Inc. (NASDAQ: KITT, "Nauticus" or the "Company"), a developer of autonomous subsea robots and autonomy software, announced during its most recent earnings call the commercial release of Nauticus ToolKITT™, its autonomy suite for underwater vehicles, and today provides additional release details. Nauticus ToolKITT is now available to fleet operators, vehicle manufacturers, and defense contractors as a licensed software product available with its Pilot Assist module.

Nauticus ToolKITT Pilot Assist is designed to assist the pilot of a remotely operated vehicle (ROV) but not replace the pilot. It helps hold the vehicle steady, compensates for currents, and supports waypoint navigation while the ROV remains under operator supervision. By assisting with routine vehicle-positioning tasks, Pilot Assist is designed to reduce pilot workload and improve consistency during offshore operations thereby bringing in project time savings and improving margins.

The commercial proposition is "retrofit rather than replace." Nauticus ToolKITT layers autonomy onto the vehicles operators already own and have deployed. This means an operator can add autonomous capability without buying new vehicles or replacing the original equipment manufacturer (OEM) control system. Nauticus ToolKITT is designed to integrate with the vehicle manufacturer's existing software, handling autonomous functions while the OEM system retains manual control and vehicle diagnostics.

These capabilities, which are available today, address routine tasks that can require sustained pilot attention, particularly holding position and maintaining control in currents. For operators, the potential benefit is more consistent vehicle behavior and reduced manual input during repetitive navigation and positioning tasks, while the pilot remains responsible for supervising the vehicle and the work.

The software has been commercially demonstrated on Nauticus platforms for several years and was integrated onto multiple third-party vehicles. Today, Nauticus has used the

software on commercial customer operations where it has improved vehicle operating efficiency by greater than 20% and reduced pilot workload. Nauticus is offering the software on a subscription license, supported by an onboard sensor and topside compute package as an integration service.

The initial target market includes operators running work-class and observation-class vehicles that lack navigational autonomy. Adding capability such as Pilot Assist and waypoint navigation to those vehicles allows an operator to make difficult piloting situations much easier, widens the scopes of work on which the vehicles can operate, reduces dependence on a shrinking pool of experienced pilots, and can bring in project time savings.

Nauticus is marketing the software across offshore energy, offshore wind, subsea telecommunications, defense, and to operators and vehicle manufacturers seeking to offer autonomy without building a vehicle control stack of their own.

Dr. Kjerstin "Kj" Easton, Vice President of Autonomous Software at Nauticus, stated, "We built Nauticus ToolKITT because nothing on the market could do what our vehicles needed to do. It has been proving itself in the water for years on our own platforms. This software release is intentionally focused on practical functions that ROV pilots use every day. Our autonomy solutions can reduce routine and repetitive piloting while keeping the operator in a supervisory role. The pilot remains responsible for the mission, while the software assists with positioning and navigation."

"Operators are short of experienced pilots and under pressure on price, and most of them are not in a position to replace their fleets," said John Gibson, President and CEO of Nauticus. "Nauticus ToolKITT gives them a way to modernize the vehicles they already run. That is a much easier conversation than selling a new platform, and it is why we think this is the fastest route to a recurring revenue base."

Nauticus ToolKITT with the Pilot Assist module is available now. Operators, vehicle manufacturers and program offices can request a capability briefing or an evaluation at https://www.nauticusrobotics.com/.

About Nauticus Robotics, Inc.

Nauticus Robotics, Inc. develops autonomous robots for the ocean industries. Autonomy requires the extensive use of sensors, artificial intelligence, and effective algorithms for perception and decision-making allowing the robot to adapt to changing environments. The company's business model includes using robotic systems for service, selling vehicles and components, and licensing of related software to both the commercial and defense business sectors. Nauticus has designed and is currently testing and certifying a new generation of vehicles to reduce operational cost and gather data to maintain and operate a wide variety of subsea infrastructure. Besides a standalone service offering and forward-facing products, Nauticus' approach to ocean robotics has also resulted in the development of a range of technology products for retrofit/upgrading traditional ROV operations and other third-party vehicle platforms. Nauticus' services provide customers with the necessary data collection, analytics, and subsea manipulation capabilities to support and maintain assets while reducing their operational footprint, operating cost, and greenhouse gas emissions, to improve offshore health, safety, and environmental exposure. www.nauticusrobotics.com

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This press release contains forward-looking statements within the meaning of Section 21E of the Securities Exchange Act of 1934, as amended (the "Act"), and such statements are intended to enjoy the protection of the safe harbor for forward-looking statements provided by the Act as well as protections afforded by other federal securities laws. Such forward-looking statements include but are not limited to: the expected timing of product commercialization or new product releases; customer interest in Nauticus' products; estimated operating results and use of cash; and Nauticus' use of and needs for capital. Generally, statements that are not historical facts, including statements concerning possible or assumed future actions, business strategies, events, or results of operations, are forward-looking statements. These statements may be preceded by, followed by, or include the words "believes," "estimates," "expects," "projects," "forecasts," "may," "will," "should," "seeks," "plans," "scheduled," "anticipates," "intends," or "continue" or similar expressions. Forward-looking statements inherently involve risks and uncertainties that may cause actual events, results, or performance to differ materially from those indicated by such statements. These forward-looking statements are based on Nauticus' management's current expectations and beliefs, as well as a number of assumptions concerning future events. There can be no assurance that the events, results, or trends identified in these forward-looking statements will occur or be achieved. Forward-looking statements speak only as of the date they are made, and Nauticus is not under any obligation and expressly disclaims any obligation, to update, alter, or otherwise revise any forward-looking statement, whether as a result of new information, future events, or otherwise, except as required by law. Readers should carefully review the statements set forth in the reports which Nauticus has filed or will file from time to time with the Securities and Exchange Commission (the "SEC") for a more complete discussion of the risks and uncertainties facing the Company and that could cause actual outcomes to be materially different from those indicated in the forward-looking statements made by the Company, in particular the sections entitled "Risk Factors" and "Cautionary Note Regarding Forward-Looking Statements" in documents filed from time to time with the SEC, including Nauticus' most recent Annual Report on Form 10-K filed with the SEC and Quarterly Reports on Form 10-Q filed with the SEC from time to time. Should one or more of these risks, uncertainties, or other factors materialize, or should assumptions underlying the forward-looking information or statements prove incorrect, actual results may vary materially from those described herein as intended, planned, anticipated, believed, estimated, or expected. The documents filed by Nauticus with the SEC may be obtained free of charge at the SEC's website at www.sec.gov.

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