

SEA DOGS

A NEW ALASKAN GOLD RUSH

There's a storm brewing on the seas of Alaska. Supply chain breakdowns and budget cuts from Covid have left the state's water ferry system in shambles. Remote island villages are stranded without a way to import vital goods — and willing to pay a premium to get them.

A new Alaskan gold rush has emerged. Fishermen are casting off their once-lucrative fisheries to cash in. They're repurposing small landing crafts to take over where the ferry system left off, delivering massive loads of heavy and often dangerous cargo.

Captains can make hundreds of thousands of dollars. But they can also pay the ultimate price. Vicious Alaskan storms, extreme tides and the allure of packing a boat beyond capacity spell disaster for even the most experienced captains.

Rivalries are heating up between the old guard and the new money-hungry greenhorns who will stop at nothing — no matter how big the risk — to deliver the goods and bring home fat paychecks.



LOGLINE

Follow four salt-drenched, rogue crews of elite seamen, who face off against the brutal Alaskan seas and their rival competition, racing to deliver high-priced freight loads to the most remote corners of the Alaskan coastline.





FORMAT

We'll follow four competing owner/captains and their respective crews, as they compete for business onshore and positions for power onboard. Bitter rivalries boil while these sea warriors struggle against the elements for their shot at a huge payday.



WHO ARE THE SEA DOGS?

The Sea Dogs are some of the toughest, meanest, most unruly characters in Alaska, and the people they serve represent the fringe—isolated communities dependent on these hardcore small freighters for crucial goods to survive.

DELIVERIES

For these small communities in Southeast Alaska, **EVERYTHING** must be delivered by boat. Giant construction machinery, fuel, building materials, cattle...**EVERYTHING**. Landing crafts range from 50 to 100 feet, meaning they must find a way to load the strangest loads onto their decks.

WEATHER

Weather in Alaska is unpredictable and changes without warning. For these landing crafts, it is their number one enemy. With bulky loads weighing tens of thousands of pounds, inclement weather creates turbulent seas that could mean catastrophic disaster – tipping at sea. To make matters worse, high swells cause cargo to shift in transit.

Racing the weather is a daily challenge. Judge incorrectly, and you could wind up racing for shelter in a protected inlet – or worse.



WINTER

Come winter, the supply runs become infinitely more dangerous. Only a few courageous captains will brave the harsh conditions. Snow squalls and freezing spray can add thousands of extra pounds of freight to the deck, and throw their balance into chaos.

MONEY ON THE LINE

Each project has a set cost, so the more time the captains spend in transit, the more fuel they burn, and the less money they bring home. Captains must juggle speed and safety at all times. If successful, they can haul in thousands of dollars on each job.

BALANCING ACT

The number one threat to these landing crafts is tipping. Each cargo load must be strategically placed on board. It's like Tetris. If unbalanced, the boat could tip in high seas. The crew is constantly repositioning their cargo to prevent tipping as seas are changing at all times.





TIDES AND CURRENTS

The elements present nearly impossible timetables for captains to land on the shore, unload their freight, and get out before getting caught in low tide or an unfavorable current.

JOBS

- Deliver heavy machinery like excavators, bulldozers, drill trucks & large cranes
- Cleanup after an oil spill
- Move hundreds of cattle
- Travel 200+ miles in rapidly changing, open seas
- Deliver thousands of pounds of ice to fishing tenders
- Haul a jet boat to a river mouth and travel upstream on jet boat (jumping beaver dams and gravel bars) to reach a remote settlement
- Salvage shipwrecks
- Rescue stranded boaters
- Deliver thousands of pounds of fuel that must be slung out via helicopter
- Pickup, disassemble and load the remains of a remote plane wreck
- Bring clean drinking water to schools in remote villages



SIDE GIGS

On each journey, captains make several stops, delivering goods to multiple villages throughout the Southeast. Time permitting, they dive for scallops or go fishing for salmon – any way to make extra cash.

LOW VISIBILITY

Trips often last multiple days, but the crew can't stop down overnight. Instead they power through, running the risk of colliding with another ship in narrow straights and fjords. The same goes for thick fog, when visibility is low, and ships are known to crash.





NATURAL BEAUTY

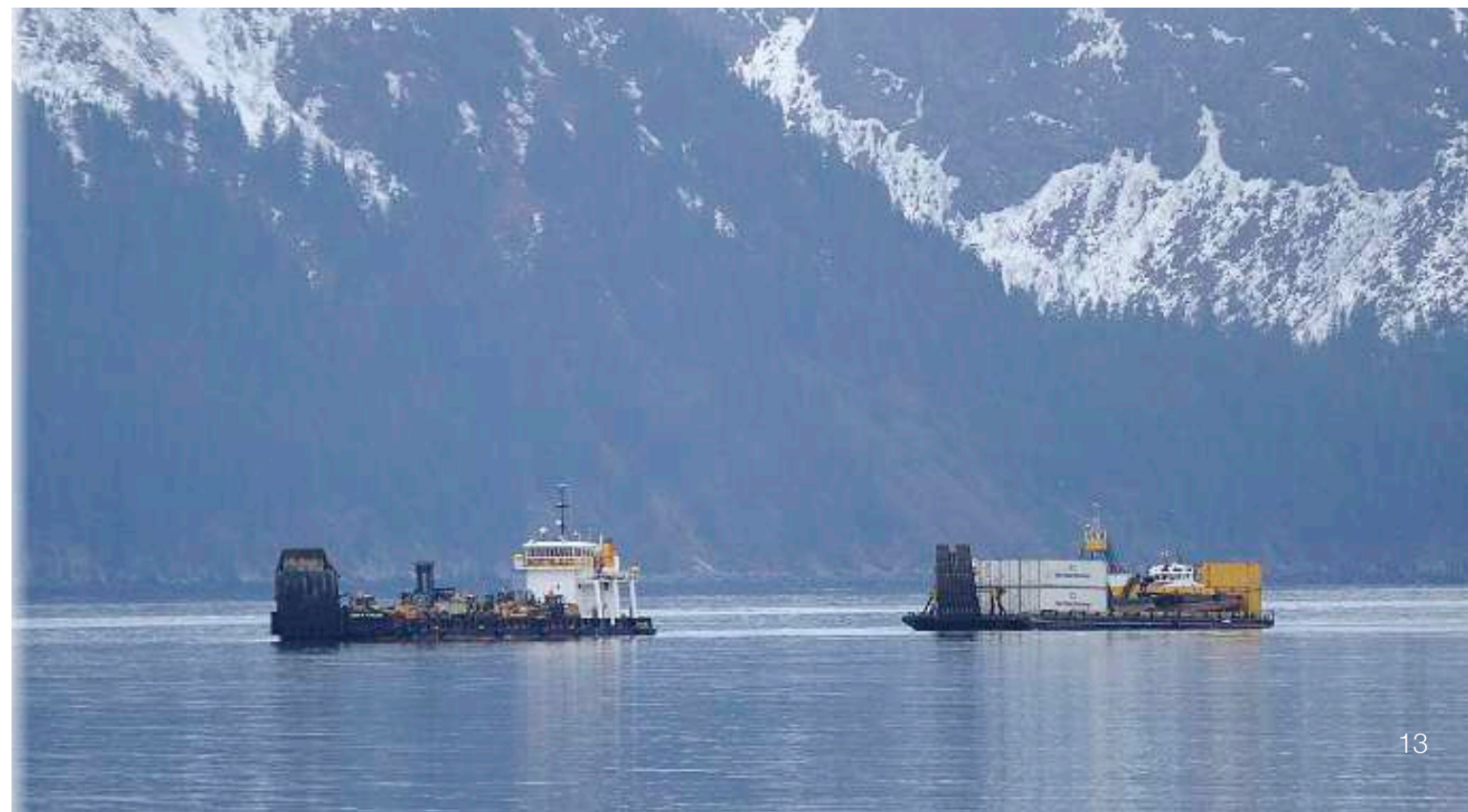
Each journey is set to the most spectacular backdrops in the world – glistening glaciers, magnificent fjords, and majestic whales and dolphins.

CREWS

Most crews consist of a captain, an engineer and 1-2 deckhands. Whenever something on the boat breaks, it's the engineer's job to fix it before rising swells cause huge problems.

RIVALRY

With only a few boats operating in the region, competition for work is fierce. Deep seeded rivalries have emerged among the captains. Different styles —and different appetites for risk—have pitted these crews against one another.



CAPTAINS

WATCH CASTING TAPES

DAVE

Dave lives off-grid with his wife and four kids in a remote corner of Kodiak Island. When he's not hunting for dinner, he owns and operates his own landing craft. Dave is fearless, and just last year, sunk his boat trying to get a load of trucks onto the beach in bad weather. His oldest daughter and wife help on his boat.

ALISSA

One of the only females working in the business, Alissa is as tough as she is funny. Known for her sarcasm, wit and charming personality, Alissa excels in what's commonly considered a man's industry.

JORDAN

One of the youngest captains in the region, Jordan works a variety of odd jobs to keep the lights on. When he's not hauling supplies to villages and fishermen, Jordan bolts upriver in his jet boat to bring crucial goods to hunting cabins deep inland.

COLIN

Colin moved to Alaska from Chicago with his wife and two kids. He's trying to make his living on the sea, and doing it one load at a time. As he says, "The budget is tight. Each job could make or break us."

TOSH

Known for being the cowboy of the landing craft business, Tosh is fearless and will take on any job and face any weather. He flies by the seat of his pants, and likes to figure things out as he goes. He's new to the game, and has already ruffled feathers of the old vets like Paul.

PAUL

Known for his professionalism and calculated judgement, Paul is a legend in the world of small freight delivery. His boats are notable for their boom poles which he uses to load his cargo with precision. Paul takes an old school approach to his work, often calling friends throughout the Southeast to get a weather forecast rather than relying on phone apps. His son works with him as his deckhand.

An aerial photograph of a dark, textured landscape, possibly a beach or a rocky shore, with a small boat visible on the right side. The text "BACKROADS" is overlaid in the center, flanked by two horizontal white bars.

BACKROADS

PICTURES