READY TO INSPECT — FIELD CHECKLIST

Portland cement plaster (stucco) rough-in inspection checklist

Portland cement plaster (stucco) rough-in is the last time the work is fully visible. Once the cover inspection passes and the walls, ceilings and slabs close, every defect left behind becomes a demolition bill. This checklist walks the rough-in in the order the work goes in, with the photo each item needs before it gets buried. Work is commonly verified against ASTM C926 / C1063 guidance, the applicable building code. Confirm the edition your authority having jurisdiction has adopted.

Who runs it: The plastering foreman walking the wall ahead of the scratch crew, or the GC's superintendent releasing elevations before lath is buried. When: After lath and accessories are up and before any scratch coat goes on, while a missed lap or a wrong bead can still be pulled and reset.

Substrate and readiness

- [ ] Sheathing and framing received flat and nailed off
  No bowed studs, proud sheathing edges, or swollen or delaminated panels that would force thick spots or telegraph through the plaster; sheathing nailed to the framing.
  1 photo required
- [ ] Barrier, lath and accessory labels match the submittal
  Barrier rolls, lath bundles and bead cartons at the wall carry the product, weight or gauge and material shown on the approved submittal.
  1 photo required
- [ ] Weather protection and cure water arranged before scratch
  Tenting, heat or shade and a water source for moist curing set up with the super ahead of the scratch coat, based on the forecast and the product's temperature limits.
  No photo required

Water-resistive barrier

- [ ] Barrier layers and shingle laps verified
  Required number of barrier layers present, horizontal laps shingled over the course below, vertical laps offset, tape or seams intact behind where the lath will sit.
  2 photos required
- [ ] Barrier integrated with flashings and openings
  Barrier lapped over sill flashing and under head flashing at openings, penetrations sealed, no reverse laps that would channel water into the wall.
  2 photos required
- [ ] Barrier walked for tears and fastener damage before lath
  Wind tears, staple pull-throughs and scaffold scrapes in each layer patched and lapped shingle-fashion so the drainage plane is whole before lath covers it.
  1 photo required
- [ ] WRB left uncovered no longer than its UV exposure rating
  Days the barrier has sat uncovered in sun and weather checked against the manufacturer's exposure limit, faded or brittle sections replaced before lath.
  No photo required

Lath and furring

- [ ] Lath type, orientation and self-furring confirmed
  Correct lath for the assembly, cups facing up so the scratch coat keys, self-furring dimples or separate furring holding the lath off the barrier for full embedment.
  2 photos required
- [ ] Fastening and lath laps checked
  Fasteners into framing at the specified spacing, lath side and end laps overlapped and tied, no loose or drumming panels.
  2 photos required

- [ ] Lath cut at every control joint
  Lath broken behind each control and expansion joint accessory, not run continuous or tied across it, so the joint is free to move as designed.
  1 photo required

- [ ] Interior plaster base matched to the substrate
  Interior work: gypsum or metal lath, veneer base, or a bonding agent on concrete and masonry matched to the plaster system in the approved submittal.
  No photo required

Accessories

- [ ] Casing beads, weep screed and corner beads placed
  Weep screed continuous at the base holding its clearance above grade and paving, casing beads at all terminations, corner beads plumb and straight.
  2 photos required

- [ ] Control and expansion joints located
  Joints placed to break up large panel areas and to land at openings and floor lines, accessories lapped to the barrier so joints do not become leak paths.
  1 photo required

- [ ] Grounds and screeds set to the finished plaster plane
  Bead and screed grounds set out from the lath to the total plaster thickness the drawings and system call for, straight and in plane so the crew can rod to them.
  1 photo required

- [ ] Accessory ends and intersections spliced or fitted
  Bead and screed ends butted with splice pieces or lapped as the manufacturer shows, joint intersections made with the fitting pieces, no open gaps at the meets.
  1 photo required