CLAIMS

1. A ship (200) including at least one sealed tank (26) that is designed to rest on a load-bearing structure (6) of said ship (200), wherein the sealed tank (26) comprises a plurality of tank walls, including a first tank wall (30) and at least one second tank wall (32), the first tank wall (30) extending primarily in a first plane and the second tank wall (32) extending primarily in a second plane, the first plane and the second plane being perpendicular in relation to one another, the first tank wall (30) and the second tank wall (32) being linked by an angular joining part (34), said angular joining part (34) having a first portion (56) extending primarily in the first plane, a second portion (58) extending primarily in the second plane, at least one intermediate portion (60) extending primarily in a plane intersecting the first plane and the second plane, the thickness of the first portion (56) of the angular joining part (34) being equal to the thickness of the first tank wall (30), said first portion (56) being arranged to extend this first tank wall (30), and the thickness of the second portion (58) of the angular joining part (34) being equal to the thickness of the second tank wall (32), said second portion (58) being arranged to extend this second tank wall (32), and wherein said ship (200) has an outer hull (4) and a load-bearing structure (6), the load-bearing structure (6) being designed to receive the sealed tank (26), the load-bearing structure (6) having a first load-bearing wall (18) extending primarily along the first plane and a second load-bearing wall (20) extending primarily along the second plane, the first load-bearing wall (18) and the second load-bearing wall (20) being substantially perpendicular, wherein a clearance zone is provided between the load-bearing walls of the load-bearing structure in a joining zone (24) and the intermediate portion (60) of the angular joining part (34) and in that a reinforcement element (78) is seated in said clearance zone, the reinforcing element (78) being designed to be in contact with an outer face (29) of the intermediate portion (60).

2. The ship (200) as claimed in claim 1, in which the sealed tank (26) has at least one third tank wall (96) extending primarily in a third plane perpendicular to the first plane, the second plane and the intersecting plane, and has a joining zone with the first tank wall (30) and the second tank wall (32), and in which the joining zone has an angular joining element (98), the angular joining element (98) having a first portion (100) and a second portion (102), the first portion (100) having a first section (104) extending primarily in the first plane, a second section (106) extending primarily in the second plane, and an intermediate section (108) extending primarily in the intersecting plane, the second portion (102) having a return

wall (121) that is perpendicular to the first portion (100) and extends primarily in the third plane.

3. The ship (200) as claimed in claim 1 or 2, in which the angular joining part (34) and/or the angular joining element (98) each have an inner face (27) and an outer face (29), the inner face (27) forming an internal chamfer at the intermediate portion (60) or at the intermediate section (108) and the outer face (29) forming an external chamfer at the intermediate portion (60) or at the intermediate section (108), the internal and external chamfers being inclined at an angle of between 120° and 150° in relation to the first plane and to the second plane.

4. The ship (200) as claimed in claim 3, in which the dimension of the intermediate portion (60) of the angular joining part (34) measured between the first portion (56) and the second portion (58) of said part (34), and/or the dimension of the intermediate section (108) of the angular joining element (98) measured between the first section (104) and the second section (106) of said angular joining element (98), increases from the inner face (27) towards the outer face (29).

5. The ship (200) as claimed in any one of the preceding claims, in which the angular joining part (34) and/or the angular joining element (98) comprise, successively in the thickness direction from the outside towards the inside of the tank, a secondary thermally insulating barrier (36) that is designed to be in contact with the load-bearing structure (6), a secondary sealing membrane (38) carried by the secondary thermally insulating barrier (36), a primary thermally insulating barrier (40) resting on the secondary sealing membrane (38) and a primary sealing membrane (42) carried by the primary thermally insulating barrier (40) that is designed to be in contact with the fluid contained in the sealed tank (26).

6. The ship (200) as claimed in claim 5, in which the secondary thermally insulating barrier (36) and the secondary sealing membrane (38) of the angular joining part (34) and/or the angular joining element (98) each have, in a given direction, a dimension that is larger than the corresponding dimension, in the same direction, of the primary thermally insulating barrier (40) and of the primary sealing membrane (42).

7. The ship (200) as claimed in one of the preceding claims, in which the dimension (D56, D58) of the first portion (56) and/or of the second portion (58) of the angular joining part (34) is equal to the dimension (D60) of the intermediate portion (60).

8. The ship (200) as claimed in any one of the preceding claims, in which the reinforcement element (78) has a triangular section, and the angle of the apex (82) of the reinforcement element (78) is equal to the right angle formed between the first load-bearing wall (18) and the second load-bearing wall (20), the reinforcement element having a contact face (80) with the intermediate portion (60) opposite said apex.

9. The ship (200) as claimed in claim 8, in which the contact face (80) has a faceted profile, being formed by a plurality of flat surfaces that are inclined in relation to one another such as to form a profile curving towards the inside of the reinforcement element (78).

10. The ship (200) as claimed in claim 8, in which the contact face (80) has a curved profile giving the reinforcement element (78) a general concave shape.

11. The ship (200) as claimed in any one of the preceding claims, in which the outer hull (4) has a plurality of stiffening members (8, 10) in contact with the load-bearing structure (6) and the concentration of stiffening members (8, 10) is lesser in the vicinity of the angular joining part (34) and/or in the vicinity of the angular joining element (98).

12. The ship (200) as claimed in the preceding claim, in which a dimension (D60) of the intermediate portion (60) of the angular joining part (34) is determined as a function of the position of the stiffening member (84, 90) closest to a corner of the load-bearing structure (6) in which the angular joining part (34) is positioned.

13. The ship (200) as claimed in any one of the preceding claims, in which, in a first position, with no pressure being exerted on the angular joining part (34), the reinforcement element (78) and the angular joining part (34) delimit a space extending between a contact face (80) of the reinforcement element (78) and the outer face (29) of the intermediate portion (60) and in which, in a second position, with a pressure exerted on the angular joining part (34) by a liquefied gas in the sealed tank (26) involves a direct contact between the outer face (29) of the intermediate portion (60) and the contact face (80) of the reinforcement element (78).